



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

### Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

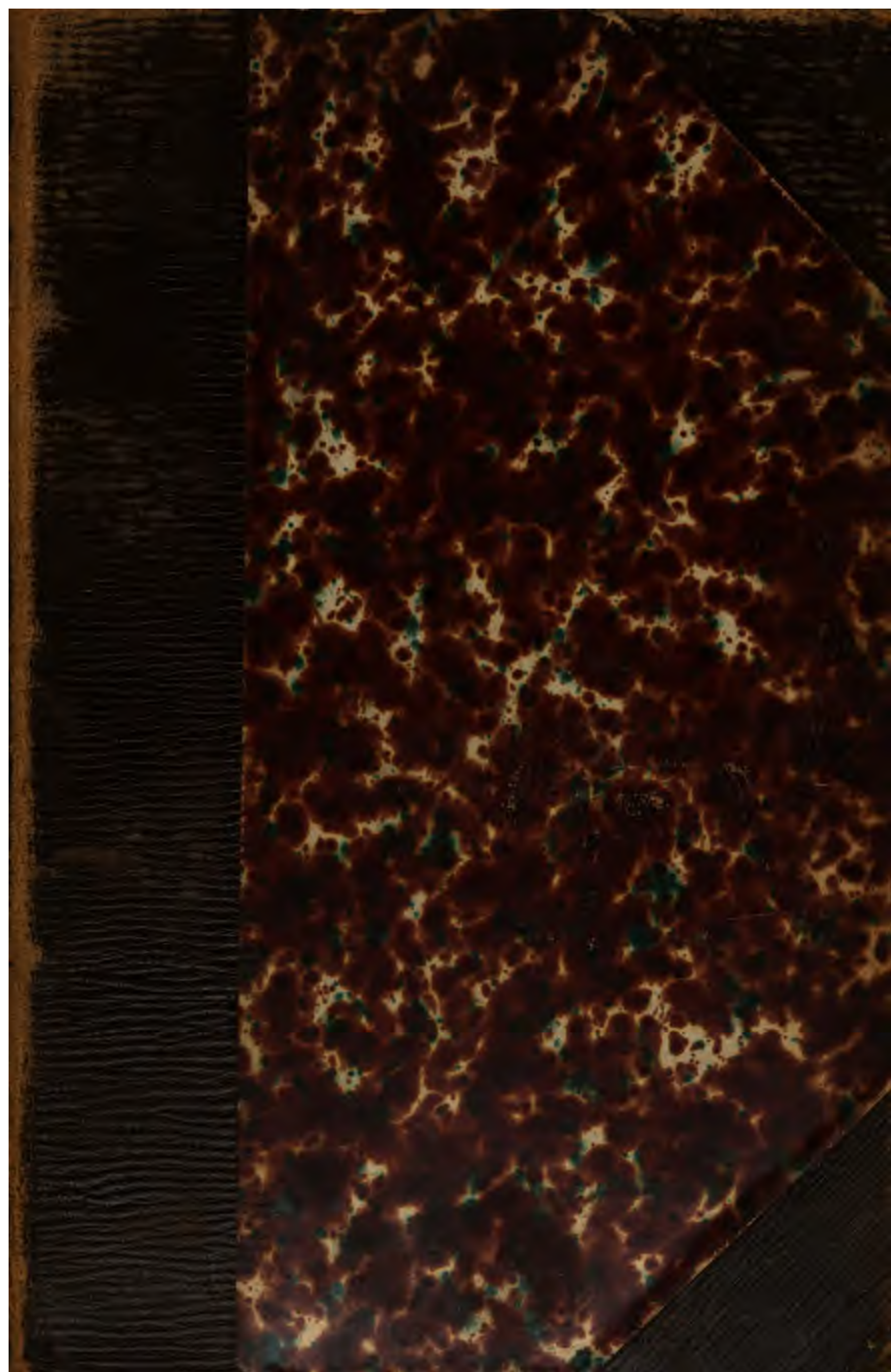
We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

### About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>







THE  
NEWBERRY  
LIBRARY  
CHICAGO

REMAINED  
H  
G902  
9



WT-OF  
Δ  
RAI.  
1:  
1872







FOURTH

ANNUAL REPORT

OF THE

RAILROAD COMMISSIONER

OF THE

STATE OF WISCONSIN.

---

1877.

---



MADISON, WIS.:

DAVID ATWOOD, PRINTER AND STEREOTYPED.

1878.



529  
20



1799

## TABLE OF CONTENTS.

	Page.
Report proper, of Commissioner .....	3-19
Appendix, containing official correspondence.....	20-29
Railroad Laws.....	30-36
Full text reports of companies —	
Chicago, Milwaukee and St. Paul.....	41-60
Chicago and Northwestern.....	61-83
Chippewa Falls and Western .....	84-98
Galena and Southern Wisconsin .....	99-113
Green Bay and Minnesota ...	114-128
Milwaukee, Lake Shore and Western..	129-144
Mineral Point.....	145-159
Madison and Portage.....	160-174
Pine River Valley and Stevens Point.....	175-188
Prairie du Chien and McGregor .....	189-202
Sheboygan and Fond du Lac .....	203-217
Western Union .....	218-233
West Wisconsin..	234-243
Wisconsin Central.....	249-263
Wisconsin Valley .....	264-279

## TABULATED STATISTICS.

Table No. 1, railroad lines, with locality, etc.....	280-283
Table No. 2, capital stock .....	284
Table No. 2, funded and unfunded debt.....	285
Table No. 3, cost of road .....	286
Table No. 3, interest and rentals .....	287
Table No. 4, train mileage.....	288
Table No. 5, transportation of passengers.....	289
Table No. 6, tonnage of freight.....	290
Table No. 7, total earnings .....	291-292
Table No. 8, tons carried .....	293
Table No. 8, tons carried one mile.....	294
Table No. 9, passenger train mileage.....	295



	Page.
Table No. 9, passenger and freight, and mixed train mileage .....	296
Table No. 10, number passengers carried.....	297
Table No. 10, number passengers carried one mile .....	298
Table No. 11, passenger earnings .....	299
Table No. 12, passengers carried one mile, and rate per mile.....	300
Table No. 13, passenger earnings on whole road, and per mile of road	301
Table No. 14, freight earnings .....	302
Table No. 15, operating and current expenses compared with earnings	303
Table No. 16, accidents ..	304



# REPORT.

---

STATE OF WISCONSIN,  
*Office of Railroad Commissioner.*  
MADISON, January 15, 1878.

To His Excellency, WM. E. SMITH,  
*Governor of Wisconsin,*

SIR:—I have the honor to submit herewith my second annual report, it being the fourth made from this department since the enactment of chapter 273 of the general laws of 1874, approved March 11, 1874, amended by chapter 57 of the general laws of 1876, approved February 24, 1876, covering the traffic and operations of the several lines of railway doing business within the state for the year ending September 30, 1877, with tabulated comparisons of their extent, capital stock, cost, funded and unfunded debt, increase or decrease in liabilities, dividends paid, number of passengers carried, earnings from passenger traffic, rate per passenger per mile, number of tons of freight carried, earnings from freight traffic, rate per ton per mile, cost of operation, improvements, general condition of roads and bridges, accidents to passengers and employes, with such other information and observations as may occur, with full copies of reports as made by the several companies, as required and prescribed by the commissioner, under the provisions of section 12, chapter 273, general laws of 1874.



## REPORTS.

A marked improvement is noticeable in the reports for the past year, the result of extensive correspondence and personal interviews with the officers of the railway corporations, whose duty it is to compile the reports, the results being as satisfactory as could be expected, where no uniform system of keeping accounts is prescribed by law.

The reports from most of the companies have been forwarded in season; several, however, delaying their reports until a very late day, rendering it impossible to complete the tables showing the operations of the year in season to make report at the opening of the session of the legislature.

In September last I received from the commissioner of railroads and telegraphs for the state of Ohio, the following communication asking co-operation with the commissioners of the state of Pennsylvania and of the northwestern states, following the precedent of the commissioners of New York and the New England States, with a view to the adoption of an improved system of accounts for railroad corporations.

“STATE OF OHIO,

“*Office of Commissioner of Railroads and Telegraphs,*

“COLUMBUS, 20th September, 1877.

“HON. DANA C. LAMB, *Railroad Commissioner, Madison, Wis.:*

“SIR: The Ohio legislature at its last session, adopted a joint resolution by which the railroad commissioner was ‘instructed to confer with the authorities of other states, as far as practicable, with a view to the adoption of an improved system of accounts for railroad corporations.’

“The importance of this subject is fully recognized by all conversant with it, and the necessity for such authoritative and efficient action as shall secure definite results upon a uniform basis, apparent to those whose duty it is in the several states to compare and utilize the annual reports required by law of the railroad corporations.

“These facts have been so clearly demonstrated in the railroad



journals of the country, and in the annual reports made by the railroad commissioners of the several states, especially those of the Massachusetts board, that no occasion exists to do more here than advert to them.

“In furtherance of this object, your coöperation is invited, and believing that the mode adopted by the commissioners of the New England states, and of New York, to be the most practical (see 1876 report Massachusetts commissioners, and of Ohio for 1876, pg. 18) would recommend that a copy, duly signed, of the presentation enclosed herewith, be addressed to each of the several legislatures named.

I remain, very respectfully, yours, etc.,

L. G. DELANO,  
*Commissioner.*

---

*To the legislatures of Pennsylvania, Ohio, Michigan, Indiana, Illinois, Wisconsin, Minnesota, Iowa and Missouri:*

The undersigned, secretary of internal affairs of Pennsylvania, and the railroad commissioners and other state officials of the north-western states, whose duty it is to collect and publish the annual returns required to be made by the railroad corporations of these states, respectfully submit for consideration by your honorable bodies;

That, as gathered from late returns, the railroad systems of the states represented by you, embrace 397 corporations, operating 32,551 miles of line, which yielded \$290,639,000.00, as the gross earnings for one year, and represent a paid in capital of \$1,403,154,863.00, with a bonded indebtedness of \$1,300,006,745.00;

That in view of the large interests involved and the intimate relations these corporations sustain to each other and the public, the lines operated by a single corporation often extending through and into several states, it is of the highest importance that their accounts should be kept upon some uniform prescribed system, subject to proper supervision by the state, in order that their returns shall be truthful, and not tend to mislead the public or stockholders, as now too often is the case.

Aware of the great need of a reform in this direction, the rail-



road commissioners of the New England states, and the state engineers of New York, have united in a memorial addressed to the legislatures of those states, setting forth reasons for asking state intervention, and the means they recommend to secure this end are as follows:

The accounts of these corporations are kept on no uniform system and under no public supervision; while the returns published by the different states neither resemble each other, nor can they be relied on as correctly representing the condition of the several companies' affairs.

Indeed, the returns now required in the several states differ so much that, in certain cases, corporations have to answer four different sets of questions from the same set of books.

There is certainly no one material interest in this country, an exact and correct knowledge of which is of such general importance, as the business of railroad transportation and the affairs of corporations concerned in it.

Under the loose system of making returns hitherto and now in use, it is impossible to obtain this knowledge; and we are fully convinced that it will continue to be so until the different states unite in requiring that all railroads make their returns at a given time and in a uniform manner.

As a result of careful deliberation and conference with representatives of leading railroads, a form of returns and rules, under which accounts in future are to be kept, have been agreed upon by us, a copy of which is hereto appended. If adopted in the several states, this form and the accompanying rules will compel the corporation to keep correct and detailed accounts, and to make uniform returns, at one fixed time, from them. From these the several states can cause the publication of such facts, be they more or less, as in each case may be thought sufficient, the original returns being, necessarily, matters of record only. The system under which the returns are made will be none the less uniform.

In Massachusetts, only, are the commissioners clothed with power to adopt and put in operation this system without further legislative action. For the reasons given, therefore, we unite in recommending to the legislatures of the other states above named, the early passage of such laws as will make practicable this reform. This can be done either through the direct incorporation of the system



recommended into law, in place of that now in use, or, better yet, in the manner pursued in Massachusetts, where the state officials have been clothed with discretionary powers in the premises.

(Signed)

L. G. DELANO,  
*Commissioner for Ohio.*  
 JNO. E. NEFF,  
*Secretary of State of Indiana.*  
 W. M. SMITH,  
 GEO. M. BOYNE,  
 JNO. H. OBEERLY,  
*Commissioners for Illinois.*  
 DANA C. LAMB,  
*Commissioner for Wisconsin.*  
 W. R. MARSHALL,  
*Commissioner for Minnesota.*  
 JOSIAH T. YOUNG,  
*Secretary of State of Iowa.*

The commissioner further adds: "As admitted by the Massachusetts commissioners, the form of returns and rules for keeping accounts thus recommended, must be tested by experience, they do not expect them to be found perfect, but are confident that they will prove much better than anything hitherto in use, and besides, improvements found desirable can be made at intervals of a year. I submit the matter for the consideration of the legislature."

#### RAILROAD CORPORATIONS.

There are reporting to this office fifteen railway corporations, namely:

Chicago, Milwaukee and St. Paul.  
 Chicago & Northwestern.  
 Chippewa Falls & Western.  
 Galena & Southern Wisconsin.  
 Green Bay & Minnesota.  
 Milwaukee Lake Shore & Western.  
 Mineral Point.



Madison & Portage.  
 Pine River & Stevens Point.  
 Prairie du Chien & McGregor.  
 Sheboygan & Fond du Lac.  
 Western Union.  
 West Wisconsin.  
 Wisconsin Valley.

The Fond du Lac, Amboy & Peoria Narrow Gauge Railway has been completed from Fond du Lac to Iron Ridge Junction, a distance of thirty miles—connecting at the latter point with the Chicago, Milwaukee and St. Paul railroad.

The fifteen railroad corporations above named own and operate a total of 4,985 26-100 miles of road, 2,659 06-100 miles of which are within the state of Wisconsin.

The total increase of lines during the year is 70 70-100 miles, against 141 miles in 1876, and is made by the following companies:

Wisconsin Central.....	48.50
Milwaukee Lake Shore & Western.....	21.00
Wisconsin Valley.....	1.20

To this add the Fond du Lac, Amboy & Peoria Narrow Gauge from Fond du Lac to Iron Ridge, 30 miles, and we have a total of 100 70-100 miles of new road built within the year.

A discrepancy will be observed in the total number of miles operated as compared with 1876, for the reason that some of the companies report side tracks as part of "tracks operated, computed as single tracks." The completion of the Wisconsin Central road to Lake Superior opens up a vast country for the lumberman, the miner, and the settler, hitherto undeveloped.

I am informed that the preliminary survey has been made from Ashland to Superior City, and that at an early day a road will be constructed connecting this road with the Northern Pacific, making the Wisconsin Central the great thoroughfare between the state of Wisconsin and the Pacific coast.

#### CAPITAL STOCK.

The total amount of capital invested in railroads doing business in the state, as reported, is \$86,648,024.53, a decrease of \$4,764,-



124.43, the West Wisconsin road not included, it being in the hands of a receiver and not representing capital stock.

This road reported, in 1876, a capital stock of \$5,000,000. Assuming that its capital is still unimpaired there would be an actual increase of \$224,975.57.

The proportion of stock for Wisconsin, based upon mileage, is \$52,054,994.21, an increase of \$1,476,652.29. The average amount of stock per mile of road in and out of the state, is \$20,048.68, a decrease per mile of \$1,414.35.

#### FUNDED AND UNFUNDED DEBT.

The total debt funded and unfunded is reported at \$77,582,805.-81, an increase of \$1,416,321.72.

The proportion for Wisconsin being \$55,306,901.77, an increase of \$54,728,559.76. The total debt per mile, of roads reporting that item, is \$20,045.26, a decrease of \$868.57 per mile.

The West Wisconsin road was, on the 1st day of June, 1877, placed in the hands of W. H. Ferry, receiver of the U. S. Circuit Court for the Western District of Wisconsin.

The Wisconsin Central, at the date of the report, was operated by the Phillips & Colby Construction Company, they alone reporting, hence no reports of the amount of funded and unfunded debt of these roads can be given.

#### COST OF ROADS AND THEIR EQUIPMENT.

The cost of the roads and their equipment, of the companies reporting, aggregates the sum of \$182,074,391.14, an increase of \$4,-344,186.97, deducting the cost of the West Wisconsin in 1876, which is not included in the report for 1877. The proportion of cost for Wisconsin is \$104,510,700.51.

The average cost per mile is \$40,254.51, a decrease per mile of \$1,475.50.

The highest cost per mile of road in Wisconsin is that of the Green Bay & Minnesota, given at \$50,330.52; the lowest of the standard gauge roads is the Chippewa Falls & Western, at \$17,-474.68.

The Fond du Lac, Amboy & Peoria Railroad Company, narrow gauge, report (too late for use in making the estimates of total cost of roads within the state) the total cost of their road from Fond du



Lac to Iron Ridge Junction, thirty miles, at \$130,206.74, or \$4,340 per mile, including equipment.

The road is now in the hands of the U. S. marshal; this, however, not interfering with the regular running of trains.

#### GROSS EARNINGS.

The gross earnings of the several roads for the year ending September 30, 1877, were \$22,870,427.56, a decrease of \$1,532,298.63; the proportion of earnings for Wisconsin being \$10,165,765.38, a decrease of \$884,451.41. The earnings from passengers on the whole line were \$5,577,663.10, the proportion for Wisconsin being \$2,447,526.08, a decrease of \$203,097.40.

The earnings from freights on the whole line were \$16,130,946.02. The proportion for Wisconsin is \$7,188,790.56, a decrease of \$654,380.58.

The earnings from mails, express and other sources were \$1,151,818.39; the proportion for Wisconsin is \$529,448.09, a decrease of \$25,905.97.

The average earnings per mile of road were \$5,054.17 on the whole line; proportion for Wisconsin, \$3,915.28.

#### INTEREST AND RENTAL.

Seven companies only report their liabilities for interest and rental, showing an aggregate liability of \$5,045,752.42.

The same companies reported in 1876 a liability of \$5,967,320.01; a decrease of \$921,567.61.

The increase has been made by the following named companies, to wit:

Chicago, Milwaukee & St. Paul .....	\$56,379 77
Green Bay & Minnesota.....	104,290 59
Milwaukee, Lake Shore & Western .....	<u>22,906 52</u>

The companies decreasing their liability are the

Chicago & Northwestern .....	\$1,105,876 07
Chippewa Falls & Western.....	1,163 00
Western Union.....	105 00
Wisconsin Central .....	<u>167,404,87</u>



## DIVIDENDS.

Two companies only report dividends paid:

The Chicago, Milwaukee & St. Paul Company report a dividend of  $3\frac{1}{2}$  per cent. paid on preferred stock in cash, amounting to \$429,606.90.

The Chicago & Northwestern Company report a dividend of  $2\frac{1}{2}$  per cent. on preferred stock, amounting to \$536,810.00.

## TRAIN MILEAGE.

The total number of miles run by passenger trains during the year was 4,805,900, an increase of 67,583.

The total number of miles run by freight trains was 11,415,199; an increase of 85,104.

The total train mileage of all trains was 16,221,099; an increase of 152,687.

## PASSENGERS CARRIED.

The total number of passengers carried by all the roads is 4,764,234, a decrease of 483,952.

The proportion for Wisconsin being 2,088,233.

The total number of passengers carried one mile by all the roads was 184,487,683, showing a decrease of 13,959,923. Proportion for Wisconsin, 73,262,619.

## EARNINGS FROM PASSENGERS.

The earnings from passengers over the whole lines were \$5,577,663.10, a decrease of \$463,734.45.

The earnings from passengers in Wisconsin was \$2,447,526.08, a decrease of \$203,097.49.

The earnings from passengers per mile of road in Wisconsin was \$889.13, a decrease of \$52.08 per mile.

Twelve companies only report passengers carried one mile.

The rate per passenger per mile upon these roads, on the whole line is, .0302, and in Wisconsin, .0333, a very slight increase over the rates in 1876.

## FREIGHT.

The total tonnage of freight transported during the year on all



the roads was 6,055,518, showing a decrease of 1,933,297 tons, the proportion for Wisconsin being 2,821,900.

The total number of tons carried one mile, on all the roads, was 839,980,460, a decrease of 38,959,638.

To arrive at the proportion for Wisconsin is impossible, for the reason that some companies fail to report the estimate, and the neglect of any one company almost totally destroys the value of the report.

The average rate per ton per mile, for the year, on all the roads, was \$1.90-100, a decrease of .004-100. The average rate in Wisconsin being 1.96-100, a decrease of .0018.

#### OPERATING EXPENSES.

The total amount of operating expenses for the year was \$13,-406,141.05, against \$15,176,825.71 in 1876, a decrease of \$1,770,-684.66. The proportion for Wisconsin being \$6,893,843.24.

The operating expenses for each mile of road were \$2,963.94, in Wisconsin \$2,655.12.

#### STEEL RAILS.

The Chicago, Milwaukee & St. Paul Company report the laying of 4,614 tons, equal to 49 miles of steel rails, in place of iron, during the past year.

The receiver of the West Wisconsin reports 4,112 ~~3,400~~ tons, equal to 46 <sup>1</sup>/<sub>2</sub> miles laid.

The Milwaukee, Lake Shore & Western have laid 21 miles, between Appleton and New London, making a total of 110 34-100 miles, against 108 miles during the year previous. The Northwestern not reporting.

#### INSPECTION OF ROADS.

Section 2, chapter 57 of the laws of 1876, requires the commissioner to "inquire into any neglect or violation of the laws of this state, by any railroad corporation doing business therein, or by the officers, agents or employees thereof, and shall also, from time to time, carefully examine and inspect the condition of each railroad in the state, and of its equipment, and the manner of its conduct and management, with relation to the public safety and convenience."



In accordance with the requirements of the law, I commenced, in May last, a tour of inspection on the several roads, in most cases, accompanied by the chief engineers employed by the several companies, making a thorough inspection of the road bed, and especially the bridges upon the several lines.

#### CONDITION OF ROADS.

As a result, I find most of the railroads in the state, notwithstanding the general falling off in both passenger and freight traffic, in excellent condition, the great trunk roads in the state, i. e., the C., M. & St. Paul and Chicago & Northwestern, taking rank, in point of condition and equipment, with the best roads in the country.

The Wisconsin Central, completed during the past year to Lake Superior, is not yet fully ballasted, but is in good condition for the amount of transportation required. The Milwaukee, Lake Shore & Western, Western Union, Chippewa Falls & Western and Wisconsin Valley roads are well conducted and in good condition.

The Sheboygan & Fond du Lac road contracted, during the winter of 1877, for a large number of ties, but owing to the low stage of water on the upper Wolf river, were unable to get them in time for replacement the past season. On the opening of spring, however, a large amount of new ties will be laid and the road put in good repair.

On the 19th day of June last, accompanied by the secretary of the commission and the bridge superintendent of the line, I made a tour of inspection on the line of the West Wisconsin Railway by special train, stopping at and carefully inspecting each bridge on the line.

As the best explanation of the results of this inspection, I append hereto the correspondence between this commission and Mr. W. H. Ferry, receiver of the said road, together with the order of the U. S. Court, authorizing him as receiver, to use the sum of \$200,000 in "rebuilding the bridge at Black River Falls and in putting down steel rails in place of iron rails which have become worn out," and for other expenses, as he may have been or may be required to pay by order of the court. See Appendix.



## BRIDGES.

On the 20th day of December, 1876, came the startling news that a passenger train, containing 150 persons, had gone down with the iron bridge over Ashtabula creek, near Ashtabula, Ohio, the wreck taking fire, and that nearly half the number were either killed, burned, or drowned in the stream before relief could be had.

The traveling public in the state of Wisconsin shared in the general distrust of railroad bridges. Numerous letters were received at this office, inquiring as to the safety of certain bridges, and especially the high, wooden structures on the line of the West Wisconsin Railway.

In view of this fact I issued to each company the following circular letter :

STATE OF WISCONSIN,  
*Office of Railroad Commissioner,*  
MADISON, —, 1877.

— —, *General Manager*, — *Railway*:

SIR:—Since the disaster at Ashtabula the public are extremely distrustful as to the safety of railroad bridges, and especially at this season of the year.

In view of this fact, and believing it to be for the interest of the railroad companies themselves, to assure the traveling public of the entire safety of their lines, I would suggest that you cause an immediate inspection, by competent engineers, of all bridges on your lines, and report to this office.

Very respectfully,

DANA C. LAMB,  
*Railroad Commissioner.*

Most of the companies mailed prompt responses to the circular. (See appendix.)

Doubts having been expressed as to the safety of the Merrimac bridge on the Madison division of the Chicago & Northwestern road, on the 6th day of July I called the attention of the general manager of that road receiving a prompt reply. (See appendix.)

The C., M. & St. Paul Company have nearly completed a fine



iron bridge over the Wisconsin river at Kilbourn City. The bridge is constructed entirely of wrought iron, and consists of the following spans:

One span of 243 feet, and two spans of seventy feet each.

It is a deck bridge; having railway track at upper chord height, and passage for highway underneath.

The whole structure has been constructed under the most rigid inspection, and in accordance with well matured specifications.

The total cost when completed, will be, approximately, \$45,000.

The C. & N. W. Company have rebuilt their bridge at Racine, and have made extensive improvements at Kenosha, and are now preparing to replace the wooden bridge at Oshkosh with a fine iron structure.

As the result of my labors, I take pleasure in stating my belief that the railroad bridges in Wisconsin are in better condition by far than ever before.

#### ACCIDENTS.

The whole number of accidents occurring during the past year within the state is as follows:

Passengers killed .....	2
Passengers injured.....	6
Employees killed .....	12
Employees injured.....	56
Other persons killed .....	20
Other persons injured.....	21
Total number of persons killed.....	34
Total number of persons injured.....	83
Total number of accidents to persons.....	<u>117</u>

A decrease of more than one-half. Of the passengers killed, one was from causes beyond his own control and one by jumping off the train into the river. Of the employees and other persons killed or injured nearly all are reported "by their own misconduct and want of caution."

In conclusion of this subject permit me to quote the language of the commissioner for the state of Michigan, in his report for 1876:

"The great destruction of life and the injuries inflicted upon



many that escaped death as well as the immense drain upon the resources of the largest corporations of the country by the falling of railroad bridges within the last ten months should be a fearful warning to the railroad companies of this state, and impel them to greater diligence in the prevention of like disasters."

### COMMISSIONER'S ANNUAL REPORT.

As I stated in my last annual report "The duty of making a report to either the executive or the legislature is not imposed on me by law."

The information contained in such a report, carefully compiled, cannot fail to be of benefit to the people of the state. I would recommend that the law be so amended as to require the commissioner to make report to the legislature at the opening of its annual session.

By section 12, chapter 273, of the general laws of 1874, and which is still in force, the commissioner is required to make to the state treasurer during the month of January, a return showing the actual cost of each railroad up to and including the 31st day of the next preceding December, and a variety of important information embracing the same time. Section 3 of chapter 57 of the laws of 1876, provides that, to enable the commissioner to make the return required by section 12 of chapter 273, above referred to, the proper officer of each railroad company shall make such return in the month of October as will afford the information for the returns required by the aforesaid section 12.

It is manifest that the returns to be made in October cannot furnish the necessary information up to the 31st of the following December. There is no other source for the information required of the commissioner.

This discrepancy in the law should be supplied, and I recommend that the statute shall be so amended that the returns to the state treasurer should embrace the information obtained in the month of October by the reports of the companies.

This can be best done by striking out the words 31st day of December, whenever they occur in said section, and substituting the words 30th day of September in their place; and by striking out the word January and inserting the word November.



This will obviate the necessity of the companies making two separate reports, and enable the commissioner to complete his report in season to be of use to the legislature. This recommendation was made in my last report, but too late for action by that body.

### SUPERVISION OF RAILROADS BY THE STATE.

The right of the state to exercise a control over railroad corporations has been established by the supreme court of the United States. The necessity of some official, clothed with power to enforce the law is no longer a matter of doubt.

The states of Maine, New Hampshire, Massachusetts, Vermont, Connecticut, New Jersey, Michigan, Ohio, Illinois, Missouri, Minnesota and California have established commissions, with powers similar to that of this state, or have extended the powers of such an officer to other state officials.

The commissioner of railroads and telegraphs for the state of Ohio, in his annual report for 1876, justly says:

"The more public attention has been intelligently directed to this subject, the more apparent is the wisdom and necessity of exercising state supervision over railway corporations and lines, and the more has public opinion sought to influence and promote such legislation and secure the appointment by the state, of officers clothed with sufficient authority to protect citizens in case of attempted usurpation, and to aid in redressing violations of the laws controlling and regulating these important interests."

"There can be no doubt that such an officer exercising, with discretion, the necessary authority, hearing and inquiring into all well grounded causes of complaint of mismanagement, unjust discriminations or other violations of law, and having, at his disposal, efficient means for prompt enforcement of all its provisions, can do service valuable to the state, the business and traveling community, and to the corporations, as it is evident that the true interests of the public are inseparable from those of railroads, and that if conditions exist, either prosperous or adverse to the one the other will inevitably be affected in a similar manner. But to secure the greatest benefit the office must be properly sustained by and have the hearty co-operation of the state."

On this subject the governor of Iowa, in his recent annual message, uses the following language:



"The right of the law-making power to regulate railroad tariffs has been sustained by the highest judicial tribunal of the land, and sustained, too, not merely because of the ample reservations made in the land-grant and other acts of our legislatures, but on broader principles, such, indeed, as are essential to well-ordered governments; and I cannot but think that corporate rights are more securely guarded to-day, by reason of this decision, than if the determination of the disputed question had been otherwise. That this control shall be judiciously exercised, so that, while preventing extortion on the one hand, it shall not discourage enterprise on the other, is the dictate of wisdom. The creation of the office of railroad commissioner, with powers and duties similar to those exercised by like officials in other states, to be filled, by some competent person, skilled in the knowledge needed in such position, I believe advisable, and recommend that the governor be authorized, with the consent of the senate, or executive council, to make such appointments."

#### APPENDIX.

The replies of several of the managers of the roads to my circular letter calling their attention to the condition of bridges; the correspondence with the receiver of the West Wisconsin road; the order of court directing that the recommendations of the commissioner be carried out, with the full report to this office, by the receiver, of the improvements made on said line during the past season; the law of 1876, amendatory to that of 1874, and now in force, together with the full text of the reports from the several companies, will be found in the appendix hereto.

#### EXPENSES.

The total expenses of the commission, for the year ending September 30, 1877, were:

For salary and expenses.....	\$3,167 00
Secretary's salary .....	1,100 00
Extra clerical labor .....	153 00
Printing and binding report.....	876 12
Printing blanks for reports from companies.....	186 66
Printing circulars.....	2 10
Postage.....	60 60
Stationery from superintendent of public property .....	47 97
Total .....	<u>\$5,594 45</u>



The period covered by this report embraces a full year under the operation of the existing law, most of the previous reports covering parts of years, under different laws, from which no just conclusions could be drawn.

The necessity of an officer whose duty it is to act as a mediator between the people and the corporations, is manifest, for many reasons:

1st. That complaints, under the existing law, have been infrequent, and in most cases unimportant, but few at this date remaining unadjusted.

2d. Connections at all important points have been established and are maintained.

3d. The general condition of the roads with relation to the "public safety and convenience," is greatly improved, the courts recognizing the authority of such an officer to demand of corporations such improvements as shall insure the traveling public against disaster and death.

4th. The apparent establishment of an era of harmony and good will between the companies who transport and the people who produce the commodities which form the commerce of our state.

Permit me, in conclusion, to express my obligations to the officers and managers of the several railway corporations with whom I have been thrown in contact, for the uniform courtesies extended during my term of office.

DANA C. LAMB,  
*Railroad Commissioner.*



# APPENDIX.

---

## CORRESPONDENCE IN ANSWER TO BRIDGE CIRCULAR.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.,  
*General Manager's Office,*  
MILWAUKEE, May 1, 1877.

HON. DANA C. LAMB, *Railroad Commissioner:*

DEAR SIR: I duly received your circular letter of the 10th ult.  
We are having all bridges on our lines carefully examined by our engineers, aided by competent bridge men, with a view of taking measures to insure, beyond a question, the absolute safety of the traveling public.

Respectfully yours,

S. S. MERRILL,  
*General Manager.*

---

WISCONSIN CENTRAL RAILROAD,  
*Office of General Manager,*  
MILWAUKEE, April 17, 1877.

HON. DANA C. LAMB, *Railroad Commissioner:*

DEAR SIR: On my return from Lake Superior I find your circular letter of the 12th.

In reply I will state that during the last three months, and since the Ashtabula disaster, every bridge and trestle on this entire line has been carefully examined by an experienced bridge builder in company with the road masters of each particular division, and all pronounced safe.



Some suggestions for improvement have been made, which are being acted upon.

I am fully convinced that the public need have no apprehension as far as this road is concerned.

Yours respectfully,

E. B. PHILLIPS,  
*General Manager.*

---

GREEN BAY & MINNESOTA RAILROAD Co.,  
*General Manager's Office,*  
GREEN BAY, July 14, 1877.

HON. DANA C. LAMB, *Railroad Commissioner, Madison, Wis.:*

DEAR SIR: Your circular letter of April last, relating to bridges on our line, was duly received, and since its receipt we have had all our bridges carefully and thoroughly examined by an experienced engineer, who reports that all our bridges are in a perfectly safe condition, and in good order for use. We have a man in our employ who is an experienced bridge builder and repairer and who gives his attention to the examination of our bridges and to repairing the same, and this, with the extra examination made in keeping with your suggestion, makes us feel entirely safe in regard to our bridges.

Very truly yours,

D. M. KELLY,  
*General Manager.*

---

STATE OF WISCONSIN,  
*Office of Railroad Commissioner,*  
MADISON, July 6, 1878.

MARVIN HUGHITT, *General Manager C. & N. W. Railway:*

DEAR SIR: Complaints, or rather doubts, as to the safety of your bridge at Merrimac reach this office almost daily. These may not be well founded, but I would suggest, for your own interest that you cause an inspection to be made and a report made to this office, that the people may have no doubts as to its entire safety.

Very respectfully,

DANA C. LAMB,  
*Commissioner.*



CHICAGO & NORTHWESTERN RAILWAY,  
*Office of General Manager,*  
 CHICAGO, July 7, 1877.

HON. DANA C. LAMB, *Railroad Commissioner, Madison, Wis.:*

DEAR SIR: I am in receipt of your letter of the 6th inst., calling attention to the Merrimac bridge, and suggesting an inspection of that structure.

In addition to the force constantly employed by the company under the direction of its chief engineer in examining and making repairs when found to be needed, the company employed, in May last, a careful and skilful engineer, who was instructed to carefully examine all the bridges on the various lines of railway operated by it within the state of Wisconsin, and to make full and complete report as to their condition.

This examination was completed, and the report submitted on June 23, less than two weeks since.

I am pleased to say that all the bridges are reported to be in safe condition, including the one referred to in your letter.

Yours truly,

MARVIN HUGHITT,  
*General Manager.*

# CORRESPONDENCE WITH THE RECEIVER OF THE WEST WISCONSIN RAILWAY.

STATE OF WISCONSIN,  
*Office of Railroad Commissioner,*  
 MADISON, January 28, 1877.

W. H. FERRY, Esq., *Receiver West Wisconsin Railway.*

DEAR SIR:—Complaint having been made to this office of the condition of the West Wisconsin Railway, of which you have recently been appointed receiver, I deemed it my duty to carefully inspect the condition of the road “and the manner of its conduct and management with relation to the public safety and convenience,” as provided by section 2, chapter 57, laws of 1876. Accordingly on the 19th day of this month I made an official inspection of the road, accompanied by Col. J. C. Spooner, the attorney



of the receiver, and Mr. B. Shute, who has charge of the bridges on the line of the road, from which inspection, I am compelled to draw the following conclusions:

1st. The two trusses at Black River Falls and the piers on which they rest should be entirely rebuilt, and such work on the approaches as may be necessary for making it safe. Your bridge experts understand better than I what timbers need replacing. The bridges across the Eau Claire, the Chippewa, the Red Cedar and Willow rivers seem to be sound, and with some additional bracing and bolting have the appearance of being entirely safe. There are, however, a large number of small bridges and waterways which would seem to require early attention. Your bridge builder, however, seems to understand the necessity, and informs me that he has already contracted for the replacement, and was only waiting for the pile driver.

I am informed that you have made a large renewal of ties this season, with scarcely any new rails.

I notice that the iron is badly worn, leaving the track rough and uncomfortable. It is of course on a cursory examination difficult to say how much of the original iron can be used in safety or how much should be replaced.

I am informed that you contemplate the replacement or renewal of some forty miles of rail. In my opinion, that is the least you can reasonably demand. As the season is already advanced it may not be possible to properly change and replace more than this quantity.

Permit me, however, in my official capacity, to call your immediate attention to the foregoing recommendation, believing it to be my duty, as required by section 2, chapter 57, laws of 1876.

Very respectfully yours,

DANA C. LAMB,  
*Railroad Commissioner.*



*West Wisconsin Railway,*

W. H. FERRY, *Receiver.*

CHICAGO, ILL., *July 5, 1877.*

Hon. DANA C. LAMB, *Railroad Commissioner.*

DEAR SIR:—Your favor of June 28th has been received and filed with my report in the office of the circuit court of the United States for the western district of Wisconsin. I most fully agree with what you, in your official capacity, have thought proper to say, and considered it my duty to present it to the Hon. Court that appointed me receiver. Pending the rebuilding of the two trusses mentioned, I have caused the old ones to be strengthened by additional supports or piers, to make them perfectly secure until a new bridge can be put there in place, which will be done at as early a day as possible. All the other bridges, both large and small, are having thorough repairs or renewals. During the past and present year, more than one-third of the old ties will have been taken out, and their places supplied with new ones, increasing the number to twenty-six hundred and forty ties per mile. Arrangements are nearly perfected, and the steel is now being delivered for forty miles of new steel rails to be laid this season. It is fully believed that the repairs and improvements made upon the road this season will make it safe and comfortable for the coming winter. The necessity for these repairs, and the impossibility of paying for them from the earnings of the road, presents a very unsatisfactory view to the holders of its securities. A new lien upon the road, in the form of Receiver's Certificates, taking precedent of all other securities, has become unavoidable, as low rates and general shrinkage in business have cut off all sources of revenue from which the means might be obtained for paying for the repairs that have become so necessary.

Very respectfully yours,

W. H. FERRY,

*Receiver.*



## ORDER OF COURT.

GEORGE BURNHAM et al.

vs.

THE WEST WISCONSIN RAILWAY Co. et al.

In the circuit court of the United States for the western district of Wisconsin.

Upon reading the report and estimates, filed as of this date made by William H. Ferry, receiver, appointed in this cause, and also the notice given to said receiver by Dana C. Lamb, railroad commissioner of the state of Wisconsin, it is ordered that said receiver be authorized to borrow from the holders of the bonds of said West Wisconsin Railway Company the sum of two hundred thousand dollars, and to issue therefor Receiver's Certificates, payable at any time not exceeding one year from the date thereof, which certificates shall bear interest at not exceeding the rate of eight per cent. per annum, and shall be a first lien upon all the property and franchises of said railway company in the hands of said receiver; the manner of negotiating said certificate shall be as follows: The receiver shall give notice of the terms and conditions of said loan to all of said bondholders, by publishing such notice in the *Chicago Tribune* and *New York Times*, three insertions in each of said papers.

Any of such bondholders may take such *pro rata* share of such loan as his bonds bear to the whole amount of the bonds of said company, and at the end of thirty days after such notice shall have been published as aforesaid, any part of said loan which shall then remain untaken, may be taken by any of the bondholders of said company.

The said sum of two hundred thousand dollars shall be used by said Receiver in rebuilding the bridge at Black River Falls, and in putting down steel rails in place of iron rails which have become worn out, and in paying such obligations and operating expenses as he has been or may be required to pay by order of this court.

Entered, July 9th, A. D. 1877.



GEORGE BURNHAM et al.

vs.

THE WEST WISCONSIN RAILWAY CO. et al.

---

WM. H. LEONARD and J. DUTTON STEELE,

vs.

THE WEST WISCONSIN RAILWAY CO. et al.

In the circuit court of the United States, for the Western District of Wisconsin.

This day came William H. Ferry, receiver of the West Wisconsin Railway Company, and presented his report showing that he had as receiver contracted for the purchase of thirty-five hundred tons of steel rails for said railway, and for the rebuilding of the railroad bridge across the Black river, and the repair of the draw in the railroad bridge across the St. Croix river at Hudson, and showing that said receiver had not issued any receiver's certificates under the order heretofore entered in the above entitled causes, and that he could not negotiate such certificates at a lower rate of interest than eight per cent. per annum.

It is therefore ordered that said report be filed, and that said William H. Ferry be authorized to negotiate receiver's certificates bearing eight per cent. interest per annum at par, and that William H. Leonard, receiver of the lands and land grant funds of said West Wisconsin Railway Company be, and he is hereby authorized to pay over to said William H. Ferry any money which he may now hold or which may hereafter come to his hands as such receiver, and to receive from said Ferry receiver's certificates bearing interest at the rate of eight per cent. per annum therefor, holding such certificates in place of the money so paid over by him to said Ferry, and subject to the same equities. The whole amount of the certificates to be issued by said Ferry shall not exceed the amount specified in the order heretofore entered herein, and said certificates shall be payable at or before the expiration of one year from the date thereof.

Entered, September 17, 1877.

UNITED STATES OF AMERICA — *Western District of Wisconsin.*

I, F. M. Stewart, clerk of the district court of the United States



of America for the Western district of Wisconsin, do hereby certify that I have compared the writings annexed to this certificate with the original now in my custody, and they are true copies of their respective originals and are correct transcripts therefrom, and of the whole thereof, now on file and remaining of record in my office.

In testimony whereof, I have hereunto set my hand and duly affixed the seal of the said court, at the city of Madison, in the said Western District of Wisconsin, this 18th day of September, in the year of our Lord, one thousand eight hundred and seventy seven, and of the independence of said United States, the one hundred and second.

F. M. STEWART,  
*Clerk.*

---

### RECEIVER'S REPORT.

RECEIVER'S OFFICE OF THE WEST WISCONSIN RAILWAY,  
JANUARY 19, 1878.

*To the Hon. DANA C. LAMB, Railroad Commissioner of the state of Wisconsin:*

In reply to your official favor of the 15th inst., I respectfully submit copies of the order of court, pursuant to which receiver's certificates have been issued for the purposes therein named.

In the matter of improvements, it has been difficult, where so much was required, to decide what should be done, and what left undone, having reference to my duties as an officer of court, which is to me of the first importance, my respect to your official position, and desire to the fullest extent in my power to comply with your recommendations, and also to my individual views of what is necessary for a safe, efficient and economical working of the road. I construe my duties as requiring me to operate the road, with as small expenditure of money for rebuilding, repairing or improvement as is possible, having in view the safe and efficient transportation of persons and property.

The terrible accident, to which you referred, occurring a year since at Ashtabula, the one that has just occurred at Tariffville, give unmistakeable proof that the public rightfully look to you for a guarantee against the occurrence of such accidents in your state



and I am confident I do not mistake the instructions of the court, in taking every precaution, within the limits of reasonable expenditure, to insure perfect safety of all bridges on the line of the road. As thorough examination as is possible has been made of every cattle guard, culvert, bridge and trestle. These have been repaired or rebuilt, as seemed necessary, the details of which work would be too voluminous for this report. The bridge at Black River Falls was found to be in such condition that further repairs would only be a waste of money, without giving any certainty of safety. Stone piers of solid masonry have been built, and a combination bridge erected, and the approaches strengthened, so that it is now believed to be in all respects perfect. It is not possible to absolutely know that a bridge under any conceivable circumstances will not fail; but after completing the additional supports to one more bridge, as a measure of greater precaution, it is confidently believed that every culvert, bridge and trestle on the road is perfectly secure, until spring shall enable such work to be done as may then appear necessary.

There has been laid of new steel rails since July 1st, 4,112 ~~1118~~ tons, equal to forty-six and three quarters miles, of which 3,500 tons was in compliance with the direct order of court, and 612 ~~1118~~ tons as a portion of the annual wear depreciation, which belongs to operating expenses, or about one-third of what is annually required for renewal of iron rail. The revenues of the road did not admit of as large an expenditure as this required. All of this steel has been very carefully laid on 2,640 ties to the mile, with new steel frogs of the most improved pattern at the switches, for side tracks. The joints are all secured with the best pattern of angle plates, bolts and nuts and nutlocks, care having been taken in properly surfacing and ballasting the track to protect the steel laid, with some attention to ditching, but not to the extent required for a completed road bed.

From the old rails taken up and replaced by steel rails, those having a fair surface have been selected, and put in place of more ragged and broken iron. This work has been expensive and unsatisfactory, costing too much for frequent handling, cutting off the battered ends of the rails, drilling and relaying and when relaid not making a reliable or satisfactory track, but making one that will have to be replaced at an early date with entirely new rails. In



this matter I have not deemed it proper to act fully in accord with my judgment to the extent most conducive to the best future interests of the property, my duties seeming to require that I should do no more than was absolutely necessary for the safe and efficient transportation of persons and property. I consider this so far accomplished that the road can now be safely operated (with careful watch of the defective iron) until spring, and until a settled ownership shall enable such further repairs and renewals to be made as shall then be required. The close of winter will fully develop what these may be; it is not proper that I should now attempt to suggest, as my official connection with the road as its receiver will doubtless then have been closed.

There has been 110,000 new ties put into the track during the past year in place of broken and rotted ones and in increasing the number per mile, giving the new steel a perfect bearing, and strengthening the capacity of the old rails, giving them greater security.

There has been twenty-three miles of fencing built during the season — all that the demands of adjoining property has demanded.

Passenger coaches have been put on all the roads for this winter's service, in perfect condition, well heated and ventilated, insuring to the traveling public comfort and safety.

I close this communication trusting that it is as full and satisfactory as you require, and that it covers all the matters to which you officially called my attention. I may properly add that every effort has been made to comply with your recommendations and the requirements of your state, so far as could be done, without doing injustice to the bondholders (whose money has proved to have been so unfortunately invested), by incurring expenditures that could be reasonably and safely postponed or avoided.

Yours respectfully,

WM. H. FERRY,  
*Receiver, &c.*



## GENERAL RAILROAD LAWS.

*Chapter 57 — Laws of 1876.*

AN ACT to amend chapter two hundred and seventy-three (273), of the laws of 1874, entitled, "An act relating to railroads, express, and telegraph companies in the state of Wisconsin," and to repeal other sections and acts named therein.

*The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:*

Section 1. Within ten days after the passage and publication of this act, the governor, by and with the consent of the senate, shall appoint a railroad commissioner, who shall hold his office for the term of two years from the fifteenth day of February, and until his successor is appointed and qualified. Every two years thereafter, the governor, by and with the advice and consent of the senate, shall appoint a railroad commissioner, who shall hold his office for the term of two years, and until his successor shall be appointed and qualified. And the nomination of railroad commissioner shall hereafter be sent to the senate by the governor during the month of January, immediately preceding the beginning of such commissioner's term of office. The governor shall have power to remove such commissioner, and appoint another to fill the vacancy, at any time in his discretion. No person owning any bonds, stock or property in any railroad company, or who is in the employment of, or in any way or manner pecuniarily interested in any railroad corporation shall be so appointed.

Section 2. The railroad commissioner shall inquire into any neglect or violation of the laws of this state by any railroad corporation doing business therein, or by the officers, agents, or employees thereof, and shall also, from time to time, carefully examine and inspect the condition of each railroad in the state, and of its equipment and the manner of its conduct and management with relation to the public safety and convenience. He shall also examine and ascertain the pecuniary condition and the manner of financial management of each and every railroad corporation doing business in this state.

Section 3. To enable said commissioner to make the report and



return required by section twelve (12), of the act of which this is amendatory, the president or managing officer of each railroad corporation in the state, shall annually make to the railroad commissioner, in the month of October, such returns, and in the form he may prescribe, as will afford the information required for his said official report. Such returns shall be verified by the oath of the officer making them, and any railroad corporation whose return shall not be made as herein provided, within the month of October, shall be liable to a penalty of one hundred dollars (\$100) for each and every day after the thirty-first day of October that such return shall be wilfully delayed or refused.

Section 4. Said railroad commissioner shall, during the month of January in each year, ascertain and make return to the state treasurer as hereinafter provided. 1st. The actual cost of each railroad in this state up to and including the 31st day of the next preceding December, and if such railroad shall be partly in and partly out of this state, then the actual cost of so much thereof as is in this state. 2d. The total gross receipts resulting from the operation of every of every such railroad during the next preceding year ending on the 31st day of December, or that part of the same which is in this state. 3d. The total net earnings resulting from the operation of any such railroad during the next preceding year, ending on the 31st day of December, or that part of the same which is in this state. 4th. The total interest-bearing indebtedness of the company owning or operating such railroad, and the amount of interest paid by such company during the next preceding year ending on the 31st day of December, and if any part of such indebtedness has been incurred in consequence of the construction, maintenance, repair, removal, or operation of any part of such railroad which is not in this state, or for equipment for such part, such railroad commissioner shall ascertain and determine in such manner as he shall think just and equitable how much of its indebtedness is justly chargeable to that part of said railroad that is in this state, and how much interest shall have been paid by such company during the year ending on the 31st day of the next preceding December, or [on] that part of such indebtedness which is justly chargeable to that part of said railroad that is in this state. The commissioner shall prescribe the form and manner in which all reports required from railroad companies under the provisions of



this act shall be made, and suitable blanks for that purpose, as by said commissioner directed, shall be provided by the secretary of state. The record of said commissioner shall at all times be open to inspection by the governor, secretary of state, attorney-general, and legislature.

Section 5. Said railroad commissioner shall have power to administer oaths or affirmations, to send for persons or papers, under such regulations as he may prescribe, and shall at any and all times have access to any and all books and papers in any railroad office kept for and used in any railroad office by any railroad company in this state.

Section 6. Said railroad commissioner, in making any examination as contemplated in this act, for the purpose of obtaining information pursuant to this act shall have power to issue subpoenas for the attendance of witnesses by such rules as he may prescribe. In case any person shall willfully fail or refuse to obey such subpoena, it shall be the duty of the circuit court of any county, upon the application of said commissioner, to issue an attachment for such witness and compel such witness to attend before the commissioner and give his testimony upon such matters as shall be lawfully required by such commissioner, and said court shall have power to punish for contempt as in other cases of refusal to obey the process and order of such court.

Section 7. Any person who shall willfully neglect or refuse to obey the process of subpoena issued by said commissioner, and appear and testify as therein required, shall be deemed guilty of a misdemeanor and shall be liable to arraignment and trial in any court of competent jurisdiction, and on conviction thereof shall be punished for such offense by fine not less than fifty dollars nor more than five hundred dollars, or by imprisonment of not more than thirty days, or both, in the discretion of the court before which such conviction shall be had.

Section 8. No railroad corporation shall charge, demand or receive from any person, company or corporation, for the transportation of persons or property, a greater sum than it shall at the same time charge, demand or receive from any other person or corporation for a like service from the same place; and no railroad corporation shall charge or receive a larger sum per carload, from one person than any other, shipping from the same place; but this last provision shall not apply to shipments from connecting points.



Section 9. No railroad corporation shall charge, demand or receive from any person, company or corporation, an unreasonable price for the transportation of persons or property, or for the handling or storing of any freight, or for the use of its cars, or for any privilege or service afforded by it in the transaction of its business as a railroad corporation.

Section 10. It shall be the duty of any railroad corporation, when within their power so to do, and upon reasonable notice, to furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all usual kinds of freight, with all reasonable dispatch, and to provide and keep suitable facilities for the receiving and handling the same at any depot on the line of its road.

Section 11. Any railroad corporation who shall violate any of the provisions of this act as to extortion or unjust discrimination, or the provisions hereof establishing rates, shall forfeit for each and every such offense to the company, person, or corporation aggrieved thereby, three times the actual damage sustained, together with the costs of suit, to be recovered in a civil action therefor, and all prosecutions shall be made at the expense of the state; and it shall be the duty of said railroad commissioner, on receiving complaint in writing from any citizen of this state, stating that any railroad corporation has violated any of the provisions of this act, and specifying the acts complained of, to investigate such alleged violation, and if on such examination he shall find such complaint well founded, he may, in his discretion, report the facts to the attorney-general, and thereupon it shall be the duty of said attorney-general to prosecute said complaint at the expense of the state for the benefit of the party aggrieved.

Section 12. No railroad corporation shall consolidate the stock property or franchise of such corporation with, or lease or purchase the works or franchises of, or in any way control any other railroad corporation owning or having under its control a parallel or competing line; nor shall any officer of such railroad corporation act as the officer of any other railroad corporation owning, or having the control of, parallel or competing lines, and the question whether such railroads are parallel or competing lines shall, when demanded by the complainant, be decided by a jury as in other civil issues; *provided*, that the provisions of this section shall not apply to any



contracts now existing, where one corporation has become responsible for the liabilities of another, either by advances heretofore made, or by the guarantee of bonds previous to the passage of this act; nor shall it apply to any railroad corporation which, prior to the passage of this act, shall have been authorized to purchase or hold stock in any other railroad corporation.

Section 13. No president, director, officer, agent or employee of any railroad or transportation company, shall be interested directly or indirectly in the furnishing of material or supplies to such company, or in the business of transportation as a common carrier of freights or passengers, over the lines owned, leased, controlled or operated by such company.

Section 14. In the construction of this act, the phrase railroad shall be construed to include all railroads and railways operated by steam, and whether operated by the corporation owning them, or by other corporations or otherwise. The phrase railroad corporation shall be construed to mean the corporation which constructs, maintains, or operates a railroad operated by steam power.

Section 15. The Chicago, Milwaukee and St. Paul Railway Company shall file with the railroad commissioner, before the day when this act shall take effect, the regular published schedule of their tariff rates for the transportation of persons and property, which was in force on their railroads on the 15th day of June, A. D. 1872, duly verified by the oath of the general freight agent, of said company, thereto attached, and that company and the Western Union Railroad Company, and the Chicago and Northwestern Railway Company, shall not demand, collect or receive a greater compensation for the transportation of persons and property than is fixed in such schedule for corresponding distances. This provision shall also apply to such lines of railroads as have been built and put into operation by either of said companies and operated under lease or otherwise since the date above mentioned; *provided*, that the Chicago, Milwaukee and St. Paul Railway Company, and the Western Union Railroad Company, and the Chicago and Northwestern Railway Company, shall sell at all ticket stations, on their respective lines, within this state, tickets for five hundred miles, which shall be transferable; also round-trip tickets, for first-class passengers to and from any station within this state, on their respective lines of road, at a uniform rate of three cents per mile; *and pro-*



*vided, further*, that no railroad corporation shall be compelled to accept less than five cents for the transportation of any passenger between any points.

Section 16. All the powers, duties, and privileges conferred on the board of railroad commissioners by the acts to which this act is amendatory and not herein repealed, are hereby conferred on the railroad commissioner to be appointed under the provisions of this act.

Section 17. The commissioner shall have the right of passing, in the performance of his duties concerning railroads, on all railway rains in this state free of charge.

Section 18. Nothing contained in this act shall be taken as in any manner abridging or controlling the rates for freight charged by any railroad company in this state for carrying freight which comes from beyond the boundaries of the state, but said railroad companies shall possess the same power and right to charge such rates for carrying such freight as they possessed before the passage of this act.

Section 19. All those railroad companies whose lines of road are now incomplete or are in process of construction, and to aid in the building of which the general government has donated grants of land, and which are not exempted from taxation on said lands for the next five years, are hereby exempted from the payment of the license fees required by law for said five years.

Section 20. Before entering upon the duties of his office, said commissioner shall make and subscribe and file with the secretary of state an affidavit in the following form: "I do solemnly swear (or affirm) that I will support the constitution of the United States and the constitution of the state of Wisconsin, and that I will faithfully discharge the duties of railway commissioner according to the best of my ability; that I am not a stockholder, officer, or employé of any railroad or freight company, or in any way interested therein;" and shall enter into bonds, with security to be approved by the governor, in the sum of twenty thousand dollars, conditioned for the faithful performance of his duty as such commissioner.

Section 21. The commissioner appointed under the provisions of this act shall receive for his services the sum of three thousand dollars per annum, payable monthly, at the end of each month, and three dollars per day for traveling expenses, for each and every day



actually traveled in the performance of the duties hereby required. He shall be furnished with all office furniture and stationery, and necessary books and maps at the expense of the state; and the said commissioner is hereby authorized and empowered to employ a clerk at an annual salary of twelve hundred dollars, payable at the end of each month. The office of said commissioner shall be kept at Madison, and all sums of money authorized to be paid by this act, out of the state treasury, shall be paid only on the order of the governor; *provided*, that the total sums of money to be expended by said commissioner for office rent, furniture, and stationery, shall in no case exceed the total sum of eight hundred dollars per annum.

Section 22. Sections one, two, three, four, five, six, seven, eight, thirteen and fourteen, of chapter 273, of the laws of 1874, of which this is amendatory; chapter 341 of the laws of 1874, entitled "An act in relation to railroads;" chapter 334 of the laws of 1875, entitled "An act to amend chapter 273 of the laws of 1874, entitled 'An act relating to railroad, express and telegraph companies in the state of Wisconsin,'" and the first section of chapter 113 of the laws of 1875, are hereby repealed; *provided*, that nothing herein contained shall in any manner affect any litigation now pending in any of the courts of this state, or any court or courts of the United States.

---

NOTE BY THE COMMISSIONER.—The preceding sections are a compilation of the laws now in force relating to passenger and freight tariffs, in the state of Wisconsin, the sections so numbered as to place in their proper order each particular subject.

As the preparation for publication of the reports of the several companies, and of the tables referred to in the foregoing report, would necessarily delay the publication of the report proper, I have thought best to present this portion of the report without further delay.



---

---

**REPORTS**  
**OF THE**  
**RAILWAY COMPANIES**  
**MADE TO THE**  
**RAILROAD COMMISSIONER,**  
*For the Year ending Sept. 30, 1877.*

---

---



## GENERAL INSTRUCTIONS.

OFFICE OF THE RAILROAD COMMISSIONER,  
MADISON, August 10, 1877.

To the —— Railway Company:

This blank is furnished you for the purpose of your entering therein the annual report, required by law, to be made by you to this office for the term ending September 30, A. D. 1877. Your attention is called to the special provisions relating thereto, to be found upon the last page of the cover.

In case answers to any of the questions cannot conveniently be given in the blank spaces for the same, they should be set forth in separate sheets, appended.

Where figures are given from estimates, a "note" should be made to that effect, explaining upon what basis the estimates were made.

By order of the Railroad Commissioner,

JAMES H. FOSTER,  
*Secretary.*

---

## NOTE BY THE COMMISSIONER.

One of the principal objects proposed by the legislature in the creation of a railroad commission is the compilation of facts and statistics connected with the building and operating of railroads in this state. The commissioner would therefore invite from all companies, and all parties interested, full information, not only on the points covered by the tables and questions herein contained, but also on all others connected with the subject. The commissioner will be happy to coöperate with the companies, and with all interested, in obtaining all possible information concerning building and operating railroads, and their management in general, to the end of establishing and building up an *era* of harmony and good will between the *companies*, who transport, and the *people*, who ship the commodities which form the commerce of our state. And any information or explanation in his possession will be cheerfully given, upon request; and to promote this most desirable end, the commissioner would solicit, in making up these reports or otherwise, from railroad companies and others, any suggestions, explanations or information which can be made available or useful to the interests of the whole people.

DANA C. LAMB,  
*Commissioner.*



## SECTIONS OF LAW CONCERNING REPORTS.

[*General laws of Wisconsin, sessions of 1875 and 1876.*]

\*SECTION 3. To enable said commissioner to make the report and return required by section twelve (12), of the act of which this is amendatory, the president or managing officer of each railroad corporation in the state shall annually make to the Railroad Commissioner, in the month of October, such returns and in the form he may prescribe, as will afford the information required for his said official report. Such returns shall be verified by the oath of the officer making them, and any railroad corporation whose return shall not be made, as herein prescribed, within the month of October, shall be liable to a penalty of one hundred dollars (\$100) for each and every day after the thirty-first day of October that such return shall be willfully delayed or refused.

†SECTION 4. Said Railroad Commissioner shall, during the month of January in each year, ascertain and make return to the state treasurer as hereinafter provided. 1st. The actual cost of each railroad in this state up to and including the 31st day of the next preceding December, and if such railroad shall be partly in and partly out of this state, then the actual cost of so much thereof as is in this state. 2d. The total gross receipts resulting from the operation of every such railroad during the next preceding year ending on the 31st day of December, or that part of the same which is in this state. 3d. The total net earnings resulting from the operations of any such railroad during the next preceding year, ending on the 31st day of December, or that part of the same which is in this state. 4th. The total interest bearing indebtedness of the company owning or operating such railroad, and the amount of interest paid by such company during the next preceding year ending on the 31st day of December, and if any part of such indebtedness has been incurred in consequence of the construction, maintenance, repair, removal, or operation of any part of such railroad which is not in this state, or for equipment for such part, such Railroad Commissioner shall ascertain and determine in such manner as he shall think just and equitable how much of its indebtedness is justly chargeable to that part of said railroad that is in this state, and how much interest shall have been paid by such company during such year ending on the 31st day of the next preceding December, or [on] that part of such indebtedness which is justly chargeable to that part of said railroad that is in this state. The commissioner shall prescribe the form and manner in which all reports required from railroad companies under the

\* Section 3, chapter 57, laws 1876.

† Section 12, chapter 373, laws 1874.



provisions of this act shall be made, and suitable blanks for that purpose as by said commissioner directed, shall be provided by the secretary of state. The record of said commissioner shall at all times be open to inspection by the governor, secretary of state, attorney-general and legislature.

‡SECTION 5. Said Railroad Commissioner shall have power to administer oaths or affirmations, to send for persons or papers under such regulations as he may prescribe, and shall at any and all times have access to any and all books and papers in any railroad office kept for and used in any railroad office by any railroad company in this state.

‡ Section 9, chapter 273, laws 1874.



# CLASSIFIED REPORTS.

## REPORT

OF THE

### CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,

For the year ending 30th September, 1877.

#### OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	OFFICES.	ADDRESS.	SAL'RIES
Alex. Mitchell.....	President.....	Milwaukee.....	.....
Julius Wadsworth .....	1st Vice President.....	New York.....	.....
R. D. Jennings.....	Secretary.....	Milwaukee.....	.....
Jno. W. Cary.....	General Solicitor.....	Milwaukee.....	.....
R. D. Jennings.....	Treasurer.....	Milwaukee.....	.....
S. S. Merrill.....	General Manager.....	Milwaukee.....	.....
Jno. C. Gault.....	Assistant Gen'l Manager	Milwaukee.....	.....
D. J. Whittemore.....	Chief Engineer.....	Milwaukee.....	.....
A. V. H. Carpenter.....	General Ticket Agent..	Milwaukee.....	.....
Wm. G. Swan.....	General Freight Agent.	Milwaukee.....	.....
J. P. Whaling.....	Auditor.....	Milwaukee.....	.....
Total Salaries .....	.....	.....	.....

#### 1. General offices at Milwaukee, Wisconsin.

NAMES OF DIRECTORS	RESIDENCE.	NAMES OF DIRECTORS	RESIDENCE.
Alex. Mitchell.....	Milwaukee .....	Jere Millbank ....	New York.
Julius Wadsworth ..	New York .....	Geo. W. Wed.....	Boston.
S. Chamberlain.....	Cleveland .....	A. R. Van Nest....	New York.
Jno. M. Burke.....	New York.....	Jno. Pankinton....	Milwaukee.
W. S. Gurnee.....	New York.....	S. S. Merrill .....	Milwaukee.
Peter Geddes .....	New York.....	J. M. Bowman.....	Kilbourn.
David Dows .....	New York.....	.....	.....



## EXECUTIVE COMMITTEE.

Alex. Mitchell,  
Julius Wadsworth.

S. Chamberlain,  
W. S. Gurnee,  
Peter Geddes.

2. Date of annual election of Directors,  
June.
3. Name and address of person to whom correspondence concerning this report should be directed,  
J. P. Whaling, Auditor, Milwaukee.

## CAPITAL STOCK.

1. Capital stock authorized by charter.....
2. How many kinds of stock?  
Two, Common and Preferred.
3. Amount of common stock..... \$15,399,261 00
4. Amount of preferred stock..... 12,274,488 00
5. Total capital stock ..... \$27,673,744 00
6. Proportion of stock for Wisconsin\*..... \$18,154,424 43
7. Rate of preference.....
8. How much common stock has been issued since September 30th, 1876..... None.
9. For what purpose? and what was received therefor? ...
10. How much preferred stock has been issued since September 30th, 1876..... None.
11. For what purpose? and what was received therefor?....

\*Unless some good reason exists to the contrary, this proportion — and all other estimates of the same character — should be for the miles of road in this state compared with the whole. If made on a different basis, please state the reasons therefor.

## FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin lines.
1. Describe severally all outstanding classes of bonds, including amount, dates of issue, interest, where and when payable. (See statement, p. 43).....	\$29,954,500 00	\$14,238,558 00
2. Amount of debt not secured by mortgage, in excess of assets.....	None.	None.
3. Total funded debt.....	\$29,954,500 00	\$14,238,558 00
4. Net cash realized from bonded debt above described.....		
5. Proportion of debt, bonded and floating, for Wisconsin.....		\$14,238,558 00



*Funded and Unfunded Debt — continued.*

CLASS OF BONDS.	Date of issue.	Rate of in- terest.	Where payable.	When Payable.	Amount.
Consolidated mortgage bonds .....	1875	7 per cent.	New York.....	July 1, 1895	\$5,768,000 00
First mortgage, La Crosse Division bonds.....	1863	7 per cent.	New York.....	Jan. 1, 1893	6,800,000 00
First mortgage, Iowa and Minnesota Division bonds.....	1867	7 per cent.	New York.....	July 1, 1897	3,810,000 00
First mortgage, Prairie du Chien Division bonds .....	1868	8 per cent.	New York.....	Feb. 1, 1898	3,674,000 00
Second mortgage, Prairie du Chien Division bonds.....	1868	7 <sup>3</sup> / <sub>4</sub> per cent.	New York.....	Feb. 1, 1898	1,315,000 00
First mortgage, Chicago and Milwaukee Division bonds.....	1873	7 <sup>1</sup> / <sub>2</sub> per cent.	New York.....	Jan. 1, 1903	2,500,000 00
First mortgage, St. Paul (or River) Division bonds .....	1873	7 per cent.	London .....	Jan. 1, 1902	4,000,000 00
First mortgage, Iowa and Dakota Division bonds.....	1869	7 per cent.	New York.....	July 1, 1899	658,000 00
First mortgage, Hastings and Dakota Division bonds.....	1872	7 per cent.	New York.....	Jan. 1, 1902	213,000 00
Second mortgage bonds .....	1864	7 per cent.	New York.....	Oct. 1, 1884	675,000 00
Minnesota Central bonds.....	1861	7 per cent.	New York.....	July 1, 1894	190,000 00
Milwaukee and Western bonds.....	1861	7 per cent.	New York.....	July 1, 1891	234,000 00
Equipment and bridge bonds.....	1873	10 per cent.	New York.....	June 1, 1883	219,000 00
Real estate purchase money bonds.....	1864	7 per cent.	New York.....	July 1, 1874	97,500 00
Milwaukee city bonds.....	1864	7 per cent.	New York.....	March 1, 1874	1,000 00
Total.....					\$29,964,500 00



## COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin lines.
1. What amount has been expended for right of way, between Oct. 1, 1876, and Sept. 30, 1877?.....	\$12,908 52	\$8,741 78
2. What for real estate, and for what purpose purchased? Depot grounds, etc. ....		
3. What has been expended in construction between Oct. 1, 1876, and Sept. 30, 1877? .....	611,791 08	807,704 49
4. What for improvement?.....		
5. What for other items of expense, for construction and equipment?.....	202,290 29	96,087 89
6. What amounts, if any, have been paid for roads or portions of roads not built by company during the time mentioned...	None.	None.
7. Total expended between Oct. 1, 1876, and Sept. 30, 1877.....	\$826,989 84	\$407,534 16
8. Total cost of entire line, as per last report .....	\$55,804,476 35	.....
9. Total cost of entire line, to date.....	\$56,631,466 19	.....



## EXPENDITURES FOR CONSTRUCTION AND PERMANENT IMPROVEMENTS.

October 1, 1876, to September 30, 1877.

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading, between Oct. 1, 1876, and Sept. 30, 1877.		
2. How much for bridges.....	\$284,241 22	\$129,378 79
3. How much for tunnels.....		
4. How much for iron bridges....	} See ques. 2	
5. How much for wooden bridges. }		
6. How much for ties and tying.....		
7. How much for iron rails. No. miles.. Lbs. wt. per yard.....		
8. How much for steel rail No. mil. s... Lbs. weight per yard.....		
9. How much for chains, spikes, fish-bar, etc.		
10. How much for laying track.....		
11. How much for passenger and freight stations, etc. No stations....	23,306 75	2,372 68
12. How much for engine and car shops. No.		
13. How much for machine shops. No....		
14. How much for machinery and fixtures.....		
15. How much for engine houses. No.....		
16. How much for car sheds. No....		
17. How much for turn tables. No....		
18. How much for track and other scales. No.		
19. How much for coal sheds, etc. No ..	3,111 20	969 72
20. How much for fencing. No miles... ..	5,492 67	
21. How much for elevators. No....	152,054 61	110,435 68
22. How much for locomotives and tenders. No. 2. Av. wt. tons....	15,200 00	
23. How much for snow plows, as per schedule. No.... Av. wt. tons....		
24. How much for wreckers. No.... Av. wt. tons....		
25. How much for passenger cars, 1st class. No. 2. Av. wt. tons ..	7,000 00	
26. How much for passenger cars, 2d class. No.		
27. How much for baggage cars. No.. Av. wt. tons....		
28. How much for mail cars. No.. Av. wt. tons	4,833 43	
29. How much for exp. car. No.. Av. wt. tons		
30. How much for freight cars, closed. No. 210. Av. wt. tons ..	99,330 00	
How much for stock cars. No. 70. Av. wt. tons ..	36,750 00	
31. How much for platform cars. No.. Av. wt. tons ..		
32. How much for hand cars. No.. Av. wt. tons ..		
How much for steam shovel.....	4,140 84	79,445 78
33. How much for machinery and to accompany trains, repair track, etc., used by trackmen or others.....		
34. How much for all other property not enum'd.	191,529 62	84,931 56
35. " Total amount expended between. Oct. 1, 1876, and Sept. 30 1877. . . . .	\$826,989 84	\$407,534 16



## CHARACTERISTICS OF ROAD.

## LENGTH OF ROAD.

From.	To.	Entire length.	Length in Wisconsin.	Wt. of rail per yard.
Chicago .....	Milwaukee .....	85 miles.	38 miles.	From 56 to 60 pounds per yard.
Milwaukee .....	Prairie du Chien.	193 "	193 "	
No. McGregor ..	St. Paul .....	212 "	.....	
No. McGregor ..	McGregor .....	1 "	.....	
Milwaukee .....	La Crosse .....	196 "	196 "	
La Crosse .....	St. Paul .....	128 "	.....	
Milwaukee .....	Portage City ..	96 "	96 "	
No. Milwaukee ..	Schwartzburg ..	6 "	6 "	
Horico .....	Berlin .....	43 "	43 "	
Rush Lake .....	Winneconne ..	14 "	14 "	
Watertown .....	Madison .....	37 "	37 "	
Milton .....	Monroe .....	42 "	42 "	
Calmar .....	Algona .....	126 "	.....	
Conover .....	De. orah .....	10 "	.....	
Austin .....	Mason City .....	40 "	.....	
Mendota .....	Minneapolis ..	9 "	.....	
Hastings .....	Glencoe .....	75 "	.....	
Sabula .....	Marion .....	87 "	.....	
Total .....	.....	1,400 miles.	665 miles.	

The C. M. & St. Paul R'y Co. are operating the Oshkosh and Miss. River R'y Co., from Ripon to Oshkosh—length, 30 miles—65 per cent. of the gross earnings of which is included in the earnings as stated on page 7 of this report.

Aggregate length of tracks operated by this company, computed as single track, 1,400 miles.

Number of junction stations, 33.

What is the gauge of your lines? 4 feet, 8½ inches.

## DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	No. of persons employed.	Average sal'y per annum.
1. Division and assistant superintendents .....	6	.....
Clerks in all offices .....	188	.....
Master and assistant mechanics .....	6	.....
Conductors .....	116	.....
Engineers .....	167	.....
Brakemen .....	258	.....
Flagmen, switch-tenders, gate-keepers and watchmen	161	.....
Station agents .....	215	.....
Section men } .....	1,745	.....
Laborers		
Other employes (includes shop and round-house men, train baggage-men, firemen, and other employes not enumerated above .....	1,680	.....



*Doings of the Year in Transportation—continued.*

MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains ....	1,180,616	679,848
3. Number of miles run by freight and mixed trains .....	3,042,033	1,847,556
	4,222,649	2,527,404
4. Number of miles run by construction and other trains.....	332,675	158,060
5. Total mileage .....	4,555,324	2,685,464
6. Total number of passengers carried .....	1,095,715	679,833
7. Total number tons freight carried one mile ...	242,845,103	155,612,548
8. Total number passengers carried one mile. ...	54,952,700	31,718,416
9. Average distance traveled by each passenger, exclusive of 1,000 and 500 mile tickets .....	47 miles.	43 miles.
Miles per hour.		
10. The highest rate of speed allowed for express passenger trains. ....	30	
11. Schedule rates of same, including stops .....	20 to 25	
12. The highest rate of speed allowed for mail and accommodation trains.....	25	
13. Schedule of same, including stops ...	20	
14. The highest rate of speed allowed for freight trains .....	12	
15. Schedule rate of same, including stops .....	10	
16. Amount of freight carried per car. Maximum load is 12 tons. Our usual maximum load is 10 tons .....		
17. TOTAL FREIGHT IN TONS.	Whole line.	In Wisconsin.
Grain .....	465,798	221,411
Flour .....	165,037	63,521
Provisions.....	23,371	15,472
Salt, cement, water lime and stucco.....	25,620	22,126
Manufactures, including agricultural implements, furniture and wagons.....	21,578	8,964
Live stock .....	40,501	33,718
Lumber and forest products.....	335,269	194,755
Iron, lead, and mineral products.....	15,768	10,060
Stone, brick, lime, sand, etc.....	30,415	20,963
Coal.....	81,287	33,267
Merchandise and other articles.....	337,092	163,838
Total tons.....	1,561,736	793,095



## EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## MONTHLY EARNINGS FROM ALL SOURCES.

Months.	PASSENGERS.		FREIGHT.		MAILS, EXPRESS, AND ALL OTHER SOURCES.		TOTALS.	
	Whole Line.	Wisconsin.	Whole Line.	Wisconsin.	Whole Line.	Wisconsin.	Whole Line.	Wisconsin.
1876.								
October .....	\$185,870 87	\$110,619 24	\$593,016 75	\$382,244 25	\$39,021 81	\$24,552 05	\$787,909 43	\$517,415 54
November .....	144,948 34	84,908 35	545,651 52	367,453 78	38,603 74	27,038 48	729,203 60	479,400 61
December .....	117,415 76	66,257 65	443,829 77	301,743 98	36,321 55	23,466 09	597,567 08	391,467 73
1877.								
January .....	91,512 12	53,189 68	249,401 88	158,701 32	32,410 88	18,905 25	373,321 88	230,796 25
February .....	98,831 10	56,109 69	266,870 52	157,830 85	30,397 77	17,598 83	396,099 39	231,039 37
March .....	120,682 26	67,281 66	307,049 43	183,927 66	32,482 31	18,706 58	460,214 00	269,915 97
April .....	134,035 40	76,798 50	315,498 94	196,236 08	31,430 13	18,118 43	480,964 47	291,151 01
May .....	136,080 99	77,611 50	407,616 64	250,245 71	33,038 39	18,969 27	576,731 02	346,846 48
June .....	152,570 67	86,770 59	379,356 81	216,340 56	32,433 98	18,651 58	544,360 96	321,762 73
July .....	175,399 21	99,992 35	326,742 30	202,474 10	32,763 92	19,133 52	534,910 43	321,599 97
August .....	185,723 83	102,534 92	439,630 32	284,171 84	34,573 34	20,179 45	659,927 49	406,885 71
September .....	201,867 86	105,889 62	895,429 86	616,749 17	34,451 91	20,769 84	1,131,749 63	743,408 63
Totals .....	\$1,744,938 41	\$987,961 75	\$5,120,094 24	\$3,317,618 80	\$407,929 23	\$246,109 37	\$7,272,961 88	\$4,551,689 92

Earnings of Elevators in Milwaukee are not included in above statement.



*Earnings during the Year Ending September 30, 1877. — con.*

1. Earnings per mile of road in Wisconsin.....	\$6,844 65
2. Earnings per mile of road on freight in Wisconsin.....	4,988 90
3. Earnings per mile of road on passengers in Wisconsin.....	1,485 66
4. Earnings per train-mile run, on freight in Wisconsin <sup>1</sup> .....	1 80
5. Earnings per train-mile run, on passengers, in Wisconsin <sup>2</sup> .....	1 45
6. Of the earnings of the entire line, what is the ratio of the passengers to the freight?.....	as 1 to 3
7. Average gross earnings per mile [665 miles] of road, exclusive of sidings (Wis.).....	6,844 65
8. Average net earnings per mile [665 miles] of road, exclusive of sidings (Wis.).....	2,807 45
9. Average net earnings per train-mile in Wisconsin.....	74

<sup>1</sup> To arrive at this result, the miles run by freight and mixed trains were used (page 6, question 3).

<sup>2</sup> To arrive at this result the miles run by passenger trains were used, (page 6, question 3).

**EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1877.****PAYMENTS FOR CURRENT AND OPERATING EXPENSES.**

	Belonging to Whole Line.	Belonging to Wisconsin.
1. Maintenance of way —		
Repairs of track, including new and re-rolled iron rail and steel rail in place of old iron rails.....	\$1,098,714 00	\$594,018 94
Repairs of bridges.....	101,747 62	46,354 90
Repairs of fences.....	19,855 32	16,220 34
New steel rail, valued only as iron rail <sup>1</sup> (included in repairs of track).....		
Other expenses on way.....		
2. Maintenance of buildings.....	68,854 29	51,965 92
3. Maintenance of rolling stock —		
Locomotives.....	277,031 87	174,694 45
Passenger, baggage, mail and exp. cars } Freight cars }	345,747 97	218,385 42
Shop tools and machinery.....	17,608 32	13,649 93
4. Conducting transportation, and general expenses —		
Management of general office.....	141,496 62	81,845 98
Foreign agency and advertising.....	44,795 16	26,168 43
Agents and station service.....	585,604 21	368,304 59
Conductors, baggage and brakemen.....	253,636 68	153,845 06
Engineers, firemen and wipers.....	334,300 32	208,970 93
Train and station supplies.....	107,336 98	71,741 00
Fuel consumed.....	489,891 12	293,472 94
Oil and waste.....	61,818 35	40,876 46
Personal expenses (incl. in other items).....		
Damage to persons.....	19,331 13	12,429 47
Damage to property.....	19,064 28	2,892 75
Loss and damage to freight and baggage.....	4,818 51	2,755 49
Legal expenses.....	31,613 34	19,563 20
Other general operating expenses.....	83,764 63	54,815 54

<sup>1</sup> In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)



*Expenses during the Year Ending September 30, 1877.— con.*

	Belonging to Whole Line.	Belonging to Wisconsin.
<b>5. Current expenses—</b>		
For taxes .....	818,099 44	219,677 17
For insurance .....	20,660 25	12,093 51
Lease or privilege of other roads whose earnings are included in this report, giving name and amount paid.....		
<b>6. Entire line, total current operating expenses, being 61 per cent. of earnings.....</b>	<b>\$4,445,791 01</b>	<b>.....</b>
Wisconsin, total current operating expenses, being 59 per cent of earnings ..	.....	<b>\$2,684,737 43</b>
<b>7. Average operating expenses per mile of road, exclusive of sidings.....</b>	<b>\$3,175 57</b>	<b>\$4,037 20</b>
<b>8. Average operating expenses per train-mile</b>	<b>1 05</b>	<b>1 06</b>
<b>9. Excess of earnings over operating and current expenses.....</b>	<b>2,827,170 87</b>	<b>1,866,952 50</b>
<b>10. Cost of maintaining track and bridges per mile run.....</b>	<b>28</b>	<b>25</b>
<b>11. Cost of repairs of engines per mile run....</b>	<b>07</b>	<b>07</b>
<b>12. Cost of engineers and firemen per mile run</b>	<b>08</b>	<b>08</b>
<b>13. Cost of oil and waste per mile run.....</b>	<b>01 <sup>3</sup>/<sub>6</sub></b>	<b>01 <sup>3</sup>/<sub>6</sub></b>
<b>14. Cost of fuel per mile run .....</b>	<b>12</b>	<b>12</b>



*Expenses, etc. — continued.*

## PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to whole line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track .....		
16. New rail on new track .....	None.	None.
17. New equipment .....	\$202,200 29	\$96,087 89
18. New bridges .....	284,241 22	129,878 79
19. Real estate bought .....	12,908 53	8,741 78
20. New tools and machinery (\$1395.32 in- cluded in equipment) .....		
21. New buildings .....	178,472 06	113,778 08
For other purposes .....	149,077 75	64,547 87
22. Total paid for new investment on the length of the company's line since date of last report .....	\$826,989 84	\$407,534 16
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year — specify particularly .....	None.	None.
Total new investment .....	\$826,989 84	\$407,534 16
24. For interest on bonds .....	\$2,161,992 84	\$1,027,680 66
25. Dividends—rate $3\frac{1}{2}$ per cent. — on pre- ferred stock for year 1876 .....	429,606 90	204,209 14
26. Dividends—rate — per cent. on com- mon stock .....		
27. Total payments in addition to operating expenses .....	\$2,591,599 74	\$1,231,889 80

28. What amount of money have you expended for building roads out  
of the state from proceeds arising from business done on your roads  
in this state?

None.

29. How was amount of dividends paid the past year — cash, stock or other-  
wise? Specify amounts and manner of payment.

In cash.

Steel rail laid in Wisconsin during the year, 4,614 tons; Say 49 miles.



## GENERAL BALANCE SHEET, 1st OF OCTOBER, 1877.

(All lines owned by company in Illinois, Wisconsin, Iowa and Minnesota.)

ASSETS.	AMOUNT.	LIABILITIES.	AMOUNT.
Cost of road .....	\$56,631.46 19	Capital stock "preferred" .....	\$12,274.488 00
Wester, Union R. R. stock .....	1,000.750 00	Capital stock "common" .....	15,339.261 00
St. Paul, Stillwater and Taylor's Falls R. R. stock .....	15,000.00 00	Bonds on standing .....	29,954.500 00
Matson and Portage R. R. bonds .....	130.771 13	Incumbrances assumed .....	18,935 00
Oshkosh and Mississippi River Railway bonds .....	203.000 00	Unpaid pay rolls and bills .....	419.390 67
Worthington and Sioux Falls R. R. bonds .....	9,000.00 00	Balance due other railway companies .....	40.253 78
City of Hastings bonds .....	7,700.00 00	Miscellaneous accounts .....	116,945 45
Stock of material on hand .....	259,762 95	Dividends unpaid .....	8,808 31
U. S. government post office department .....	46.289 64	Coupon account .....	25,478 42
Balance due from agents and other companies .....	392.635 96	Income account .....	1,470,149 57
Miscellaneous accounts .....	158.290 79	Total .....	\$59,728,205 20
Bills receivable .....	25.666 43		
Cash on hand .....	347.872 11		
Total .....	\$59,728,205 20		



1. What regulations govern your employees in regard to crossings of other railroads, and are they found to be sufficient?  
All engines with or without trains are obliged to stop dead within 400 feet of all R. R. crossings, and not proceed until track is clear.
2. What regulations govern your employees in regard to crossings of public highways? And are these regulations found to be sufficient?  
Whistling posts are set 80 rods each side of public highways, and all locomotives must blow whistle at these posts, and ring bell until high way is crossed.
3. What platform and coupler between passenger cars do you use?  
Chicago, Milwaukee and St. Paul R'y. Miller.
4. What kind of brakes do you use on passenger trains?  
Air brakes. Hand brakes.

## U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?

From	To	Rate per mile per annum.
Chicago .....	Milwaukee .....	\$250 00
Milwaukee .....	La Crosse .....	223 00
Watertown .....	Madison .....	50 00
Winona .....	Saint Paul .....	178 00
Milwaukee .....	Pririe du Chien .....	125 00
Milton .....	Monroe .....	58 00
No. McGregor .....	Minneapolis .....	87 00
Conover .....	Decorah .....	55 00
Calmar .....	Algona .....	45 60
Austin .....	Mason City .....	50 00
Milwaukee .....	Berlin .....	72 00
Horicon .....	Portage .....	50 00
Nepeun .....	Winona .....	45 00
Winona .....	La Crescent .....	135 00
Hastings .....	Glencoe .....	32 00
Ripon .....	Oshkosh .....	50 00
Sabula .....	Marion .....	50 00

## EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

American Express Co. \$300 per day,  
 United States Express Co. \$200 per day, } All lines operated by company.  
 Freights taken at depot.



## TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?
- None.

## SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?
- We have no dining cars, and use sleepers of the Chicago, Milwaukee and St. Paul Railway Company. Additional charges for accommodation in sleepers, between Chicago and Milwaukee and La Crosse and Prairie du Chien, \$1.50; between Chicago and Milwaukee and St. Paul and Minneapolis, \$2.00.

## ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
- No.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
- No.
11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?
- No.
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
- No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
- No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
- None.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines as enable passengers to make direct connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at all such points, state at what points such connections are not made, and the reasons therefor?
- It has always been our aim to make connection with all roads which we cross, and we have done so whenever it was practicable. The connections between our trains and those of other roads, during the past two



years, have been more perfect than ever before. A few unimportant connections are never made, for the reason that it is not possible to make them.

16. Have any swamp or other State lands been granted your Company since the date of your last report? If so, how many acres?  
No.
17. Have any United States lands been granted to your Company, directly or indirectly, since the date of your last report? What number acres received by your Company, directly or indirectly, since date of last report?  
No.
18. What number acres sold and conveyed since date of your last report?  
None.
19. Average price, per acre, realized?
20. To what corporations have you sold land? How much, and what price, since the date of your last report?  
None.
21. Number of acres now held by Company?  
None.
22. Average price asked for lands now held by Company?
23. Value of donations of right of way or other real estate received since the date of your last report?
24. Amount of city, county and town aid granted to Company in exchange for stock, or otherwise? Specify particulars since date of last report?  
None.
25. Total cash amount realized from such aid since date of your last report?  
Nothing.
26. Amount of land sold, but not conveyed, under contracts now in force?  
None.
27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report? None.
28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report? None.
29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report? None.
30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report? None.
31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report? None.
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to present time? None.
33. What is the amount now due the Company on lands sold, or contracted to be sold? None.
34. Are there any terminal points on places, on your lines in, or out, of this State, to and from which the larger portion of the freight transported on your line is carried? If so, name them.  
Chicago; Milwaukee, La Crosse, St. Paul, Minneapolis and Prairie du Chien.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57 of the laws of 1876?  
No change in rates between Wisconsin State terminals.
36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?  
Same as answer to 35.  
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt, and coal.
37. \*Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex schedule to your re-

\* The "distance tariff," with both rates noted thereon, will be a sufficient answer.



ply, showing what the advance or reduction has been on the articles above named.

Have made no change.

38. What is your present tariff per mile for passengers, both through and local?

Four cents per mile both through and local, except where shorter lines reduce our rates, and except for passengers buying round trip tickets.

39. What proportion of the passengers carried by you, in this State, purchase round trip tickets? And what proportion purchase 500-mile tickets? Ticket sales at Wisconsin Stations to points in the State during the year were:

Local .....	153,883
Round-trip .....	138,952
500-mile .....	1,863

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.

Yes; but the schedule of such rates furnished with report for 1876, is still in force.

41. Has your Company any rule governing your conductors, engineers, and trainmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced?

It is a rule of the road not to employ or retain in service men who make an immoderate use of intoxicating liquors, and this rule is enforced.



# ACCIDENTS.

## STATEMENT OF EACH ACCIDENT.\*

\* Give name of person, date and place of accident.

No. of Accidents.	Name.	Place of Accident.	Date.	PASSENGERS.						EMPLOYEES.						OTHERS.				Damages Claimed.	Damages Paid.
				From causes beyond their control.	By their own misconduct or want of caution.	Killed.	Injured.	From causes beyond their control.	Killed.	Injured.	From causes beyond their control.	By their own misconduct or want of caution.	Killed.	Injured.	From causes beyond their control.	By their own misconduct or want of caution.	Killed.	Injured.	From causes beyond their control.		
1	Chas. Hill.....	Milwaukee.....	Oct. 6, 1876	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Ex. p'd \$100	.....
2	Henry Griffin.....	Rolling Prairie.....	Oct. 9, 1876	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Exp's Paid.	.....
3	E. Deglyer.....	Wapuna.....	Oct. 11, 1876	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Exp's Paid.	.....
4	C. D. Merrill.....	Milwaukee.....	Oct. 12, 1876	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Exp's Paid.	.....
5	A. Ditherer.....	Portage.....	Oct. 25, 1876	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Exp's Paid.	.....
6	O. L. Hunkins.....	Columbus.....	Oct. 28, 1876	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Exp's Paid.	.....
7	Jas. Delent.....	Fox Lake, Jun.....	Oct. 28, 1876	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Exp's Paid.	.....
8	B. Grogan.....	Brookfield.....	Oct. 31, 1876	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Exp's Paid.	.....
9	J. M. Robinson.....	Brandon.....	Nov. 9, 1876	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Exp's Paid.	.....
10	P. Farmer.....	Madison.....	Nov. 10, 1876	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Exp's Paid.	.....
11	A. L. Drake.....	Nashotah.....	Nov. 24, 1876	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Exp's Paid.	.....
12	Jno. Wilson.....	La Crosse.....	Nov. 24, 1876	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Exp's Paid.	.....
13	Frank Gross.....	Milwaukee.....	Nov. 28, 1876	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Exp's Paid.	.....
14	Wm. Hill.....	Mrs. Hall.....	Nov. 30, 1876	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Ex. p'd \$180	.....
15	Jno. Felsen.....	Milwaukee.....	Dec. 5, 1876	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Ex. p'd	.....



*Accidents — continued.*

STATEMENT OF EACH ACCIDENT.																	
* Give name of person, date and place of accident.																	
Number of accidents.	Name.	Place of accident.	Date.	PASSENGERS.				EMPLOYEES.				OTHERS.				Damages claimed.	Damages paid.
				Killed.	Injured.	By their own misconduct or want of caution.	From causes beyond their control.	Killed.	Injured.	From causes beyond their control.	By their own misconduct or want of caution.	Killed.	Injured.	From causes beyond their control.	By their own misconduct or want of caution.		
16	C. Johnson.....	Milwaukee.....	Dec. 17, 1876														
17	Edw. Gowers.....	Milwaukee.....	Dec. 16, 1876														
18	W. D. Steese.....	Horicon.....	Dec. 18, 1876														
19	Thos. Waite.....	Franksville.....	Jan'y 4, 1877														
20	C. Caler.....	La Crosse.....	Jan'y 29, 1877														
21	John Dimon.....	Milwaukee.....	Feb. 4, 1877														
22	Wm. Luther.....	Watertown.....	Oct. 27, 1876														
23	C. O. Shaughnessy.	La Crosse.....	Jan'y 29, 1877														
24	D. Stanton.....	Milton Junction.	Feb. 24, 1877														
25	W. H. Deming.....	Oconomowoc.....	Feb. 9, 1877														
26	Wm. Wood.....	Milwaukee.....	M'ch 29, 1877														
27	I. Schlitz & Son...	Truesdell.....	April 7, 1877														
28	Wm. Miller.....	Rio.....	A ril 12, 1877														
29	F. Telgett.....	Harford.....	April 14, 1877														
30	B. McGinty.....	La Crosse.....	April 26, 1877														

\* Give name of person, date and place of accident.







1. Of the above accidents, those numbered as follows were caused by broken rails.  
Total No. ....
2. Of the above accidents those numbered as follows were caused by inattention of employees:  
Total No. Can not state.
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:  
Total No. None.
4. Of the above accidents those numbered as follows were caused by explosions:  
Total No. None.
5. Amount paid as damages caused by fire from locomotives, (in Wisconsin, \$320.00.)

**NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.**

	Number Killed.	Amount Paid.
1. Cattle .....	54	801 00
2. Horses .....	12	622 50
3. Mules .....	1	100 00
4. Sheep .....	84	62 25
5. Hogs .....	6	88 50
6. Total .....	107	\$1,624 25

7. Amount claimed yet unsettled, or in litigation.

**REMARKS.**

The statement of accidents, as shown on page 16 of this report, is full and complete, comprising all accidents on the company's lines in the state of Wisconsin, that have been reported for the year ending September 30th, 1877. A very large proportion of the injuries to persons were of the most trivial nature.

STATE OF WISCONSIN, )  
County of Milwaukee, ) ss.

S. S. Merrill, General Manager, and R. D. Jennings, Secretary and Treasurer of the Chicago, Milwaukee & St. Paul Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1877, to the best of their knowledge and belief.

Signed.  
S. S. MERRILL,  
General Manager.  
R. D. JENNINGS,  
Secretary and Treasurer.

[SEAL.]

Subscribed and sworn to before me, a notary public, this twenty second day of November, A. D. 1877.

[SEAL.]

MELBERT B. CARY,  
Milwaukee, Wis.



# REPORT OF THE CHICAGO AND NORTHWESTERN RAILWAY COMPANY,

For the year ending 30th September, 1877.

## OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	OFFICE.	ADDRESS.	SAL' RES.
Albert Keep.....	President.....	Chicago.....	
M. L. Sykes, Jr. ....	1st Vice-President .....	New York.....	
M. L. Sykes, Jr. ....	Secretary.....	do.....	
B. C. Cook.....	Solicitor.....	Chicago.....	
M. L. Sykes, Jr. ....	Treasurer.....	New York.....	
Marvin Hughitt.....	General Manager.....	Chicago.....	
Marvin Hughitt.....	General Superintendent.....	do.....	
E. H. Johnson.....	Chief Engineer.....	do.....	
W. A. Thrall.....	General Ticket Agent.....	do.....	
H. C. Wicker.....	General Freight Agent.....	do.....	
J. B. Redfield.....	Auditor.....	do.....	
Total salaries.....			

### 1. General offices at 56 Kinzie St., Chicago, Ill.

NAMES OF DIRECTORS	RESIDENCE.	NAMES OF DIRECTORS	RESIDENCE.
Harvey Kennedy....	New York.	R. P. Flower.....	New York.
S. M. Mills.....	New York.	M. L. Sykes, Jr. ....	New York.
W. L. Scott.....	Erie.	Henry H. Porter...	Chicago.
John Bloodgood....	New York.	Albert Keep.....	Chicago.
Jay Gould.....	New York.	David Dows.....	New York.
J. L. Ten Have.....	Amsterdam, H'l.	Sidney Dillon.....	New York.
A. G. Dulman.....	New York.	James H. Howe....	Kenosha.
Wm. H. Ferry.....	Chicago.	Marvin Hughitt...	Chicago.
		J. M. Burke.....	New York

### EXECUTIVE COMMITTEE.

Albert Keep,  
David Dows,  
W. L. Scott.

H. H. Porter,  
A. G. Dulman,

M. L. Sykes, Jr.,  
Jno. M. Burke,



2. Date of annual election of directors, first Thursday in June.
3. Name and address of person to whom correspondence, concerning this report, should be directed, B. C. Cook, Solicitor.

### CAPITAL STOCK.

1. Capital stock authorized by charter. The authorized capital stock of this company is not a fixed amount, being contingent upon the amount of convertible bonds surrendered, and the amount of the stocks of other companies which may be presented for conversion in accordance with the terms of various consolidations.
3. Amount of common stock and scrip..... \$15,104,145 97
4. Amount of preferred stock and scrip..... 21,697,884 56
5. Total capital stock..... \$36,801,480 53
6. \*Proportion of stock for Wisconsin..... \$15,258,718 65
7. Rate of preference, seven per cent.
8. How much common stock has been issued since Sept. 30, 1876. \$5,720.
9. For what purpose? and what was received therefor? Issued for and received the stock of companies consolidated with this—which stock was yet outstanding Sept. 30, 1876, but entitled to exchange by terms of consolidations.
10. How much preferred stock has been issued, since September. 30, 1876, \$107,855.57.
11. For what purpose? and what was received therefor? Issued for and received the stock of companies consolidated with this—whose stock was yet outstanding September 30, 1876, but entitled to exchange by terms of consolidation.

### FUNDED AND UNFUNDED DEBT.

1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable.  
(See descriptive list, p. 63).
2. Amount of debt not secured by mortgage?  
This company has no unsecured debt excepting the bills for supplies and wages for the current month.
3. Total funded and unfunded debt..... \$32,956,500 00
4. Net cash realized from bonded debt, above described.  
The bonded debt of this company is largely composed of bonds issued by other companies now consolidated with this company, and all records of the net cash realized therefor were destroyed by the fire of Oct. 9, 1871.
5. Proportion of debt, bonded and floating, for Wisconsin... \$14,140,850 10

\* Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles or road in this state compared with the whole. If made on a different basis please state the reasons therefore.



## BONDED DEBT OF THE C. &amp; N. W. RY CO., SEPTEMBER 30, 1877.

NAMES OF BONDS.	7 per cent. Currency.	6 per ct. Currency.	10 per ct. Currency.	7 per cent. Gold.	Total.	Date of Maturity.	Interest payable.
Preferred sinking fund.....	\$1,215,500	.....	.....	.....	\$1,215,500	Aug. 1, 1885	Feb 1 & Aug. 1
Appleton extension .....	189,000	.....	.....	.....	189,000	Aug. 1, 1885	Feb. 1 & Aug. 1
Green Bay extension .....	246,000	.....	.....	.....	246,000	Aug. 1, 1885	Feb. 1 & Aug. 1
Funded coupon.....	728,300	.....	.....	.....	728,300	Nov. 1, 1883	May 1 & Nov. 1
General 1st mortgage.....	8,538,200	.....	.....	.....	8,538,200	Aug. 1, 1885	Feb. 1 & Aug. 1
G. & C. U. R. R., 1st mortgage.....	1,677,000	.....	.....	.....	1,677,000	Feb. 1, 1883	Feb. 1 & Aug. 1
G. & C. U. R. R., 2d mortgage.....	2,000	.....	.....	.....	2,000	Past due.	.....
Elgin & State Line R. R. ....	.....	\$119,000	.....	.....	119,000	July 1, 1878	Jan. 1 & July 1
Mississippi River Bridge.....	181,000	.....	.....	.....	181,000	Jan. 1, 1884	Jan. 1 & July 1
Consolidated sinking fund.....	4,500,000	.....	.....	.....	4,500,000	Feb. 1, 1915	{ Feb. 1 & May 1 Aug. 1 & Nov. 1
Peninsula R. R. of Mich., 1st mortgage	283,000	.....	.....	.....	283,000	Sept. 1, 1898	Mch. 1 & Sept. 1
Chicago & Milwaukee R'y, 1st mort.	1,700,000	.....	.....	.....	1,700,000	July 1, 1898	Jan. 1 & July 1
Beloit & Madison R. R. 1st mortgage.	271,000	.....	.....	.....	271,000	Jan. 1, 1888	Jan. 1 & July 1
La C., T. & Prescott R. R., 1st mort.	.....	.....	\$683,000	.....	683,000	April 1, 1878	Apr. 1 & Oct. 1
Madison extension, 1st mortgage, gold.	.....	.....	.....	\$3,150,000	3,150,000	April 1, 1911	Apr. 1 & Oct. 1
Menominee extension, 1st mort., gold.	.....	.....	.....	2,700,000	2,700,000	June 1, 1911	June 1 & Dec. 1
General consolidated, gold .....	.....	.....	.....	11,823,500	11,823,500	Dec. 1, 1902	June 1 & Dec. 1
<b>Total.....</b>	<b>\$14,481,000</b>	<b>\$119,000</b>	<b>\$683,000</b>	<b>\$17,673,500</b>	<b>\$32,956,500</b>		



## COST OF ROAD AND EQUIPMENT.

*STATEMENT of Expenditures charged to cost of Road and Equipment from September 30, 1876, to September 30, 1877.*

Debt of La Crosse, Trempealeau & Prescott R. R. Co., assumed by consolidation .....	\$1,450,456 05
Improvement or alteration of the road.....	494,782 71
Construction of buildings.....	80,711 99
Construction of fences, gates and crossings .....	6,201 98
Cost of new shops, West Chicago .....	828 63
Cost of Milwaukee ave. viaduct, Chicago.....	84,878 43
Construction of permanent bridges (cost of new over old)....	15,722 40
New equipment.....	93,511 77
<b>Total.....</b>	<b>\$2,067,093 96</b>
Total cost of line, as per last report, includ'g equipment.	68,504,514 28
<b>Total cost of line to date, including equipment.....</b>	<b>\$70,571,608 24</b>

## ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL PROPERTY IN THIS STATE.\*

\* See page 8 for expenditures during the year, and for total cost of road and equipment, which items furnish the only means of estimating the present value.



## CHARACTERISTICS OF ROAD.

	Entire Length.	Length in Wisconsin
Chicago to east end Miss. R. R. bridge .....	187.00	.....
Chicago to Freeport .....	121.00	.....
(Above includes 80 miles second track.)		
Elgin to Geneva Lake .....	44.50	8.70
Batavia to St. Charles .....	5.60	.....
East end Miss. bridge to Clinton .....	1.10	.....
Clinton to Cedar Rapids .....	81.90	.....
Cedar Rapids to Missouri River .....	271.60	.....
Clinton to Lyons .....	2.60	.....
Stanwood to Tipton .....	8.50	.....
Belvidere to Madison .....	68.90	48.80
Madison to Elroy .....	74.20	74.20
Elroy to Winona Junction .....	54.90	54.90
Winona Junction to Winona .....	29.00	29.00
Chicago to Milwaukee .....	85.00	40.00
Kenosha to Rockford .....	72.10	27.50
Chicago to Ft. Howard .....	242.20	171.40
Ft. Howard to Michigan State line .....	49.45	49.45
Chicago to Montrose .....	5.20	.....
Chicago South Branch Junction to River .....	4.50	.....
Michigan State line to Escanaba .....	64.65	.....
Escanaba to Lake Angeline .....	68.00	.....
Branches to Mines .....	39.80	.....
<i>Total Chicago &amp; Northwestern R'y.</i> .....	1,581.10	508.95
PROPRIETARY ROADS.		
<i>Winona &amp; St. Peter R. R.</i>		
Winona to Lake Kampeska .....	327.00	
<i>Winona, Mankato &amp; New Ulm R. R.</i>		
Mankato Junction to Mankato .....	8.75	
<i>Iowa Midland R'y.</i>		
Lyons to Anamosa .....	68.80	
<i>Northwestern Union R'y.</i>		
Milwaukee to Fond du Lac .....	62.68	62.68
<i>Total No. of miles operated.</i> .....	462.18	
	1,993.28	
<i>In Wisconsin.</i> .....		566.58

8. Aggregate length of tracks operated by this company computed as single track included in this report, 1,581.10.
9. Aggregate length of sidings and other track not above enumerated, 291.47.
10. Number of junction stations, 37.
11. What is the gauge of your line? 4 feet, 8½ inches.



## DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	No. of Per'ns em- ployed.	Av. Salary per An- num.
1. Division and assistant superintendents .....	6	\$2,933.30
Clerks in all offices .....	540	600.00
Master and assistant mechanics .....	5	2,160.00
Conductors .....	215	840.00
Engineers .....	357	1,000.00
Brakemen .....	423	540.00
Flagmen, switch-tenders, gate-keepers and watchmen, included below in "other employees." .....		
Station agents .....	275	600.00
Section men, laborers and other employees .....	6,000	325.00
Total on 1531 $\frac{1}{10}$ miles .....	7,821	

MILEAGE AND TONNAGE.	MILES.	
	Whole Line.	In Wisc'nsin
2. No. of miles run by passenger trains .....	2,424,817	830,412
3. No. of miles run by freight and mixed trains .....	6,659,782	2,246,040
4. No. of miles run by constr'n and other trains .....	890,500	91,642
5. Total mileage .....	9,975,099	3,168,094
6. Total No. of passengers carried .....	2,896,692	
7. Total No. tons freight carried one mile .....	480,502,478	108,375,385
8. Total No. passengers carried one mile .....	108,327,127	19,928,377

9. Average distance traveled by each passenger 35.67-100 miles.  
 11. Schedule rates of express passenger trains, including stops, 30 $\frac{1}{2}$  miles per hour.  
 13. Schedule of mail and accommodation trains, including stops, 20 miles per hour.  
 15. Schedule rates of freight trains, including stops, 15 miles per hour.  
 16. Amount of freight carried per car, 10 tons.  
 17. Total freight in tons,\* whole line, 3,446,526; in Wisconsin, 1,104,165.

\* No record kept showing classification of commodities.



## EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## MONTHLY EARNINGS FROM ALL SOURCES.

STATEMENT of Earnings of the Chicago and Northwestern Railway Co., for the twelve months ending September 30, 1877.  
1581-1 $\frac{1}{8}$  miles.

MONTH.	Passenger.	Freight.	Express.	Mai.	Miscellaneous.	Total.
<b>1876</b>						
October .....	\$313,394 56	\$1,043,152 35	\$20,202 91	\$23,320 55	\$3,922 42	\$1,403,992 79
November .....	239,855 01	827,659 51	21,190 81	23,320 55	5,323 16	1,117,349 04
December .....	202,893 50	658,479 14	20,902 17	23,320 55	4,145 22	909,640 58
<b>1877</b>						
January .....	184,642 74	488,098 95	20,595 75	23,326 44	4,359 67	721,023 55
February .....	185,723 93	483,396 41	18,856 06	23,314 66	3,825 19	714,116 25
March .....	222,952 32	532,432 21	20,592 90	23,327 30	5,251 47	904,556 20
April .....	242,927 40	569,677 58	19,203 47	23,314 66	3,771 41	859,894 52
May .....	234,639 38	643,031 42	20,744 27	24,104 21	7,445 19	930,014 47
June .....	235,833 04	645,235 77	20,896 34	21,796 66	3,881 41	927,143 22
July .....	259,894 73	627,536 08	20,522 38	21,883 72	5,001 03	934,867 94
August .....	267,759 92	826,443 82	21,331 70	21,890 47	3,884 17	1,141,310 08
September .....	300,327 34	1,209,326 63	20,495 39	21,890 47	7,327 83	1,559,367 71
Total .....	\$2,890,893 87	\$8,554,519 92	\$244,434 15	\$274,810 24	\$57,638 17	\$12,023,296 35



*Earnings during the year — continued.*

STATEMENT of earnings of the Chicago and North Western Railway Company in the state of Wisconsin for the twelve months ending September 30, 1877.

MONTH.	Passenger.	Freight.	Express.	Mail.	Miscellaneous.	Total.
<b>1876.</b>						
October .....	\$76,508 29	\$223,848 75	\$5,599 86	\$6,273 45	\$441 27	\$312,671 12
November .....	68,023 86	208,336 45	5,599 86	6,273 45	518 45	273,651 07
December .....	48,816 41	154,352 44	5,599 86	6,273 45	713 23	216,254 88
<b>1877.</b>						
January .....	39,581 30	119,020 99	5,599 86	6,273 45	458 53	170,933 63
February .....	42,426 33	109,440 15	5,599 86	6,273 45	619 03	164,358 32
March .....	50,491 48	132,178 54	5,599 86	6,273 45	895 52	184,938 35
April .....	55,619 14	99,620 15	5,599 86	6,273 45	899 88	167,501 98
May .....	52,091 14	135,603 63	5,599 86	6,273 45	802 36	190,369 94
June .....	57,504 87	134,424 29	5,656 63	6,604 18	896 13	204,556 09
July .....	61,841 73	108,193 55	5,647 25	6,704 85	440 57	182,827 95
August .....	66,808 51	149,183 20	5,695 32	6,704 85	428 52	228,820 40
September .....	71,800 93	296,250 95	5,698 92	6,704 85	441 54	380,887 19
<b>Total .....</b>	<b>\$681,513 49</b>	<b>\$1,845,853 09</b>	<b>\$67,432 99</b>	<b>\$76,906 33</b>	<b>\$6,045 02</b>	<b>\$2,677,800 92</b>



1. Earnings per mile of road .....	\$7,852 06
2. Earnings per mile of road on freight .....	5,587 17
3. Earnings per mile of road on passengers .....	1,868 12
4. Earnings per train-mile run, on freight .....	1 28
5. Earnings per train mile run, on passengers .....	1 19
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight?.....	as 1 to 2.9591
7. Average gross earnings per mile [1531.10 mile-] of road, exclusive of sidings .....	\$7,852 06
8. Average net earnings, per mile [1531.10 miles] of road, exclusive of sidings .....	3,699 54
9. Average net earnings per train-mile .....	62 85

## EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1877.

### OPERATING EXPENSES.

TWELVE MONTHS ENDING SEPTEMBER 30, 1877.

Repairs of engines and tenders .....	\$439,056 96
Repairs of cars .....	447,284 21
Repairs of buildings .....	99,657 73
Repairs of fences, gates and crossings .....	55,418 46
Repairs of bridges and culverts .....	176,889 74
Repairs of track .....	1,224,232 64
Repairs of tools and machinery .....	81,346 18
Fuel used by locomotives .....	699,096 19
Fuel and lights used in cars and at stations .....	93,579 14
Oil and waste used .....	75,812 12
Office and station furniture and expenses .....	44,704 79
Furniture and fixtures for cars .....	15,787 17
Foreign agents .....	52,452 08
Advertising .....	28,780 81
Stationery, printed blanks, tickets, etc. ....	88,532 21
Engine men, firemen and wipers .....	620,045 60
Conductors, baggage men and brakemen .....	389,869 49
Laborers and switchmen at stations .....	594,795 69
Agents and clerks at stations .....	588,884 60
Superintendence .....	84,570 24
Rents .....	18,852 68
Loss and damage .....	30,103 66
Injury to persons .....	59,649 81
Teaming, freight, baggage and mails .....	6,584 44
Insurance .....	
Miscellaneous expenses .....	52,278 10
Car hire paid over amount received .....	85,187 08
Total .....	\$6,043,446 22
Add for taxes .....	314,479 85
Total .....	\$6,357,926 07



## PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

1. Maintenance of way:		
Repairs of track, including new and re-		
rolled iron .....	\$1,224,282 64	.....
Repairs of bridges and culverts .....	176,889 74	.....
Repairs of fences, gates and crossings.....	55,413 46	.....
	<u>          </u>	\$1,456,585 84
2. Maintenance of buildings.....		99,657 73
3. Maintenance of rolling-stock:		
Locomotives and tenders.....	\$439,056 96	.....
Passenger, baggage, mail, express and		
freight cars, and car hire.....	482,471 24	.....
Shop tools and machinery.....	81,346 13	.....
	<u>          </u>	1,002,874 33
4. Conducting transportation and gen. expenses:		
Management and general office .....	\$84,570 24	.....
Foreign agency and advertising .....	76,232 89	.....
Agents and station service.....	1,185,264 73	.....
Conductors, baggage and brakemen.....	389,869 49	.....
Engineers, firemen and wipers.....	620,045 60	.....
Train and station supplies.....	99,024 17	.....
Fuel consumed.....	792,675 33	.....
Oil and waste .....	75,812 12	.....
Damage to persons .....	59,649 31	.....
Damage to property, loss and damage to		
freight and baggage.....	30,103 66	.....
Legal expenses, miscellaneous expenses		
and rents.....	71,130 78	.....
	<u>          </u>	3,484,378 32
5. Current expenses:		
For taxes .....		314,479 85
Lease or privilege of other roads whose		
earnings are included in this report, giv-		
ing name and amounts paid —		
Chicago, Iowa & Nebraska .....	\$483,307 83	.....
Cedar Rapids and Missouri River....	616,300 02	.....
	<u>          </u>	1,099,607 85
6. Total current operating expenses and taxes,		
being 52.88 per cent. of earnings.....	\$6,357,926 07	<u>          </u>
7. Average operating expenses per mile of road, exclusive of		
sidings.....	\$4,152 52	
8. Average operating expenses per train-mile.....	69.98 cents.	
9. Excess of earnings over operating and current expenses		
and taxes .....	\$5,664,370 28	
10. Cost of maintaining track and bridges per mile run.....	15.42 cents.	
11. Cost of repairs of engines per mile run.....	4.83 cents.	
12. Cost of engineers and firemen per mile run.....	6.82 cents.	
13. Cost of oil and waste per mile run.....	0.834 cents.	
14. Cost of fuel per mile run .....	7.69 cents.	<u>          </u>



## PAYMENTS IN ADDITION TO OPERATING EXPENSES.

15. New steel rail, excess of cost over iron rail, old track. }	
16. New rail on new track and new side track..... }	\$249,518 81
17. New equipment.....	93,511 77
18. New bridges and culverts (not including replacements.) ..	15,722 40
19. Real estate bought during the year. Right of way and depot grounds.....	20,013 95
20. New tools and machinery .....	
21. New buildings .....	30,711 99
22. Total paid for new investment on the length of the company's lines since date of last report .....	91,511 73
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year — specify particularly.	
This company has during the past year assumed by consolidation, the debt of the La Crosse, Trempealeau & Prescott R. R. Co., amounting to.....	
Total new investment.....	\$1,450,456 05
24. For interest, premium and sinking funds on bonds including interest and exchange.....	2,386,486 89
25. Dividends — rate $2\frac{1}{2}$ per cent. — on preferred stock.....	536,810 00
26. Dividends — rate, per cent. — on common stock .....	
Total payments in addition to operating expenses .....	

28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state?

Nothing.

29. How was amount of dividends paid the past year — cash, stock, or other wise? Specify amounts and manner of payment.

Cash —  $2\frac{1}{2}$  per cent. on preferred stock, \$536,810.00.



GENERAL BALANCE SHEET, 1st OF OCTOBER, 1877.

ASSETS.	AMOUNT.	LIABILITIES.	AMOUNT.
Cost of road .....	\$62,437,651 98	Capital at ck. ....	\$36,801,480 53
Cost of equipment .....	8,138,956 26	Funded debt.....	32,956,500 00
Land grant account .....	14,908 87	Income account.....	5,517,280 09
Proprietary railroads .....	2,420,690 50	Total.....	\$75,275,260 62
Material and fuel on hand.....	977,903 29		
Amount of excess of sundry assets over current bills .....	1,280,149 72		
Total.....	\$75,275,260 62		



1. What regulations govern your employees in regard to crossings of other rail roads, and are they found to be sufficient?  
Employee are instructed to bring trains to a full stop before crossing the track of another company.  
These regulations are found to be entirely sufficient.
2. What regulations govern your employees in regard to crossings of public highways? And are these regulations found to be sufficient?  
Engineers are required to sound whistle at signal posts, which are 80 rods before highway crossings, and to ring the bell.  
Which regulations are found to be sufficient.
3. What platform and coupler between passenger cars do you use?  
The Miller platform and coupler.
4. What kind of brakes do you use on passenger trains?  
The Westinghouse Air Brakes.

### U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?

*United States Mail Contracts, in force June 30, 1877.*

No. of Route.	Termini.	Miles	Rate pr mile per annum.	Amount per annum.
25,009	Chicago to Green Bay .....	245.00	\$230 00	\$56,350 00
24,031	Ft. Howard to Ishpeming...	181.20	90 00	16,308 00
23,002	Chicago to Freeport. ....	121.00	208 00	25,168 00
23,003	Chicago to U. P. Transfer...	491.00	268 00	131,588 00
27,013	Sanwood to Tipton .....	8.81	50 00	440 50
23,001	Chicago to Milwaukee.....	87.00	232 00	20,184 00
25,011	Kenosha to Rockford.....	73.60	75 00	5,520 00
23,056	Geneva to Batavia .....	3.50	50 00	175 00
23,004	Elgin to Geneva Lake .....	44.00	50 00	2,200 00
25,010	Caledonia to Elroy .....	135.45	132 00	} 21,722 40
25,010	Elroy to Winona Junction ...	54.90	70 00	
25,012	Winona to Winona Junction .	30.45	195 00	5,937 75

NOTE—The above are rates fixed by contracts of July 1, 1875 (for five years). The department has, however, recently made deductions from these rates, claiming such right under act of July 12, 1876.

### EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?  
American Express Co. and United States Express Co.  
Our terms and conditions as to rates, see full statement attached.  
Express companies have no care of the machinery or repairs of cars, etc. They do a miscellaneous business, restricted to lighter articles properly belonging to express business. The express companies deliver their freight into this company's care.



## EXPRESS CONTRACTS IN FORCE JUNE 30th, 1877.

## AMERICAN EXPRESS CO.

	Rate per diem on limited ton- nage.	Limit of pounds	Rate per 100 lbs whole length of route on ex- cess of tonnage
Chicago to Council Bluffs .....	\$275 00	10,000	\$1 50
Chicago to Freeport .....	90 00	12,000	75
Chicago to Ishpeming .....	200 00	8,000	2 00
Chicago to Elroy .....	135 00	10,000	1 35
Stanwood to Hipton .....	2 00	500	.....
Kensha to Rockford .....	5 07	1,000	60
Elgin to Geneva Lake .....	5 00	1,000	36

Elroy to Winona, in accordance with tariff of rates to be paid between stations.

## UNITED STATES EXPRESS CO.

Chicago to Milwaukee, rate per diem on limited tonnage, \$66.66.

Limit of pounds to be carried each day at regular per diem rates, 17,000.

Rate per 100 pounds carried whole length of route, to be paid on excess of tonnage, 40 cents.

## TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery repairs of cars, etc. Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

All transportation companies are allowed to run over the lines of this Company, paying regular rates of freight and receiving mileage on their cars.

The freight is carried in cars furnished by such transportation companies (excepting consignments of less than a car load).

Their freight has no preference over other freights of like class.

## SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

The Pullman Palace Cars are run with passenger trains.

The railway company hauls them, furnishes fuel and lights, and keeps in running order the trucks and whole exterior of the cars.

The Pullman Palace Car Co. furnishes and provides for the care and management of the interior.

They are owned by the Pullman Palace Car Co. The charges in addition to the regular passenger rates are made and collected by the owners, and are (on Wisconsin lines) \$1.50 per berth.

## ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?



This company has acquired no additional chartered rights or privileges under any laws of the state of Wisconsin since last report.

10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?

This company has acquired no additional chartered right or privileges under the laws of any state since last report.

11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particular relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase, or lease, and whether made by consent of stockholders?

Since last report this company has acquired, by consolidation, the La Crosse, Trempealeau & Prescott Railroad, being about 29 miles of road, in the state of Wisconsin, connecting with the old line at Winona Junction.

The terms of such consolidation are an agreement to issue one share of the preferred stock of the consolidated company for one share of the stock of the La Crosse, Trempealeau & Prescott R. R. Co., and to recognize and observe all existing obligations of that company.

The reason for consolidation being chiefly to insure greater economy in operation.

The consolidation was made with the consent of the stockholders.

12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?

This company neither owns nor in any manner controls any parallel or competing line.

13. Does any officer of your company act as the officer of any other railroad corporation owning or having the control of a parallel or competing line?

No officer of this company acts as the officer of any other railroad corporation, owning or having control of a parallel or competing line.

14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

None.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossings or connecting points? If so, when were such arrangements made? If not at all such points, state at what points such connections are not made, and the reasons therefor.

This company's arrangements with other railroad companies enable passenger to make as close connections at every crossing or connecting point as a proper regard for all such connections will admit. These arrangements are made from time to time, whenever time-tables are revised.

There are no points where reasonably close connections are not made.

16. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?

None.

17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number acres received by your company, directly or indirectly, since date of last report?

No United States lands have been granted since date of last report. There have been certified, under original grant, since last report 200,144 acres.

18. What number acres sold and conveyed since date of your last report?

1,770 <sup>14</sup>/<sub>100</sub> acres.

19. Average price, per acre, realized?

\$4.82.



29. To what corporations have you sold land? How much, and what price, since the date of your last report?

The "Oconto Company." 640 acres; average price, \$2.90 per acre.

21. Number of acres now held by company?

859,579 <sup>58</sup>/<sub>100</sub>.

22. Average price asked for lands now held by company?

About \$1.97.

23. Value of donations of right of way or other real estate received since the date of your last report?

Nothing.

24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars since date of last report.

No city, county or town aid has been granted to this company in exchange for stock, or otherwise, since date of last report.

25. Total cash amount realized from such aid since date of your last report?

Nothing.

26. Amount of land sold, but not conveyed, under contracts now in force?

Eighty acres.

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed since date of last report?

\$7,650 66.

28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?

\$49 60.

29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?

None.

30. Whole amount of cash received for stumpage, trespass, etc., since date of last report!

None.

31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?

\$7,700 26.

32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?

\$126,612 22.

33. What is the amount now due the company on lands sold, or contracted to be sold?

\$160 00.

34. Are there any terminal points or places on your lines in or out of the state to and from which the larger portion of the freight transported on your lines is carried? If so, name them.

Yes, Chicago and Milwaukee.

35. Have you made any advance in the rates of freight from stations on your lines to such terminal points since the enactment of chapter 57 of the laws of 1876?

We have in some cases.

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

We have.

If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.

See schedule filed with report of September 30, 1876; also schedule attached to page 19 of this report, showing changes since that date. (See p. 80 of printed report)

37. Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

<sup>1</sup> The "distance tariff," with both rates noted thereon, will be a sufficient answer.



See schedule annexed to report of September 30, 1876.

38. What is your present tariff per mile for passengers, both through and local?

Local tickets, one way, 4 cents; round trip tickets, 3 cents.

39. What proportion of the passengers carried by you, in this state, purchase round trip tickets? And what proportion purchase 500 mile tickets?

Local tickets, .5818; round trip tickets, .4139; 500 mile tickets, .43.

40. Have you made any advance in the rates of freight for lumber since the passage of chapter 57 of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.

See schedule annexed to report of September 30, 1876.

41. Has your company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*

The rules of this company absolutely prohibit the use of intoxicating liquors by conductors, engineers and trainmen, and they are strictly enforced.



## ACCIDENTS (causing injury to person) IN WISCONSIN, DURING THE YEAR ENDING SEPTEMBER 30, 1877.

Date.	Place.	Name.		Cause.	Result.
Nov. 20	De Pere	Micheal Diedrick	O	Walking on track.	Killed.
Dec. 19	Appleton	Geo. O'Brien	O	Climbing on moving cars.	Killed.
Dec. 16	Frehtigo	Thomas Burke	E	Falling between cars.	Killed.
Dec. 20	Reedsburg	Stibley Nye	O	Struck by moving engine.	Injured.
Feb. 1	Wonewoc	Daniel Bining	E	Coupling cars	Injured.
Mch. 9	Jefferson	Alvin Campbell	O	Asleep on track.	Killed.
Mch. 26	St. Francis	Thomas Carroll	O	Struck on crossing.	Killed.
Mch. 28	Janesville	Wm. Ehle	O	Climbing on moving train.	Injured.
Mch. 28	Devils Lake	Chas. Stone	O	Jumping from moving train.	Injured.
April 1	Tunnei No. 1	Jno. Y. Hunter	E	Fell from train	Injured.
April 11	Oconto	Neil McArthur	O	Climbing on moving train.	Injured.
June 6	Fond du Lac	Herman Sonneberg	O	Run over by engine	Injured.
June 7	Marinette	James Drake	E	Climbing on moving cars	Injured.
June 14	Madison	B. Cody	O	Climbing on moving cars	Injured.
July 2	Oshkosh	Peter Johnson	P	Jumping from moving train into river.	Drowned.
July 28	Madison	Henry Nolte	O	Intoxicated, walking on track	Injured.
Aug. 7	Onalaska	Joseph Ebert	E	Fell under cars	Killed.
Aug. 23	Waunakee	Joseph Hacken	O	Stealing a ride and fell off.	Killed.
Aug. 18	Oakfield	Jno. R. brick	O	Climbing on moving train	Killed.
Sept. 7	Tunnel No. 2	Patrick Connor	E	Rock caved in on him	Killed.
Sept. 12	Fond du Lac	Joseph Hart	O	Playing on cars and fell off.	Killed.
Sept. 16	B. raboo	Joseph Deayer	O	Intoxicated and run over by cars	Killed.
Sept. 27	Beloit	Richard Howe	O	Climbing on moving cars	Injured.

## RECAPITULATION.

	Killed.	Injured.	Drowned.
Passengers	0	0	1
Employees	2	3	..
Others	8	8	..
Totals	11	11	1



1. Of the above accidents, those numbered as follows were caused by broken rails.  
Total No., none.
2. Of the above accidents, those numbered as follows were caused by inattention of employees:  
Total No., none.
3. Of the above accidents, those numbered as follows were caused by collisions not properly coming under 2.  
Total No., none.
4. Of the above accidents, those numbered as follows were caused by explosions:  
Total No., none.
5. Amount paid as damages caused by fire from locomotives:
6. Number and kind of farm animals killed, and amount of damages paid therefor, \$9,418.68.
7. Amount claimed yet unsettled, or in litigation, \$655.

STATE OF ILLINOIS — *Cook County* — ss:

Albert Keep, President, and J. B. Redfield, Assistant Secretary, of the Chicago and Northwestern Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1877, to the best of their knowledge and belief.

Signed,

[SEAL.]

ALBERT KEEP,  
J. B. REDFIELD,

Subscribed and sworn to before me, at Chicago, this 20th day of November, A. D. 1877.

[SEAL]

RALPH C. RICHARDS,  
*Notary Public.*



# CHICAGO AND NORTHWESTERN RAILROAD.

## FREIGHT TARIFF.

SCHEDULE in reply to questions 86, page 15, of Railroad Commissioners Report, State of Wisconsin, for the year 1876-77.

Distances.		Merchandise per 100 pounds.				Grain in C. L., per 100 pounds.	Flour in lots of 80 lbs. or more, per barrel.	Salt, lime, stucco, cement, water lime, plaster, 25 lbs. or over per barrel.	Lumber, lath and shingles in car loads, per car.	Cattle or hogs in car loads, per car.	ARTICLES ENUMERATED IN—		
		1.	2.	3.	4.						A.	B.	C.
117	Between Milwaukee and—												
	<i>Little Kaukauna—</i>												
	Prior to chapter 57, 1876.....	36c	30c	24c	20c	13c	26c	35c		\$30 00	\$32 00	\$34 00	\$32 00
	Present rates .....	25	22	20	15	12	24	29		31 00	30 00	22 00	20 00
	Increase on old rates.....									\$1 00			
123	Decrease on old rates.....	11	8	4	5	1	2	6			\$2 00	\$2 00	\$2 00
	<i>Depere—</i>												
	Prior to chapter 57, 1876 .....							35c	\$22 00	\$30 00		\$23 00	
	Present rates.....							29	21 00	31 00		23 00	
	Increase on old rates.....									\$1 00			
	Decrease on old rates.....							6c	\$1 00			\$1 00	







Chicago and Northwestern Railway — Freight-Tariff — continued.

Distance.	Between Milwaukee and	Merchandise per 100 pounds.				Grain in C. L. per 100 lbs.	Flour, in lots of 80 bbls. or more, per barrel.	Salt, lime, siucco, cement, water, lime, plaster, 25 bbls. or over, per barrel.	Lumber, latb and shingles in car loads, per car.	Cattle or hogs in car loads, per car.	ARTICLES ENUMERATED IN —		
		1.	2.	3.	4.						A.	B.	C.
149	<i>Brookside—*</i>										Agricultural im- plements, etc., per car.	Wooden ware, hoops, hay, per car.	Coal, etc., per car.
	Prior to ch. 57, 1876.....												
	Present rates.....	27c	24c	22c	18c	14c	28c	32c	\$24 00	\$38 00	\$41 00	\$32 00	\$29 00
	Increase on old rates.....												
	Decrease.....												
153	<i>Pensaukee—</i>												
	Prior to ch. 57, 1876.....												
	Present rates.....	45c -28c	35c 25c	30c 22c	25c 18c	22c 14c	44c 28c	44c 32c	\$25 00 24 00	\$40 00 33 00	\$43 00 41 00	\$34 00 32 00	
	Increase on old rates.....												
	Decrease.....	17c	10c	08c	07c	08c	16c	12c	\$1 00	\$7 00	\$2 00	\$2 00	



158	<i>Oconto.</i> Prior to chapter 57, 1876 ..... Present rates ..... Increase on old rates..... Decrease on old rates .....	25 29	23 26	20 23	15 19	23 14	46 28	46 88	\$26 00 25 00	\$42 00 38 00	\$30 00 43 00	\$23 00 33 00	\$20 00 30 00
		04	04	03	04	09	18	13	\$1 00	\$9 00	\$12 00	\$10 00	\$10 00
167	<i>Canota.</i> Prior to chapter 57, 1876 ..... Present rates ..... Increase on old rates..... Decrease on old rates .....	30	27	24	20	15	30	33	\$26 00	\$33 00	\$44 00	\$34 00	\$31 00
171	<i>Peshigo.</i> Prior to chapter 57, 1876 ..... Present rates ..... Increase on old rates..... Decrease on old rates .....	25 31	23 28	20 24	15 20	24 15	48 30	46 34	\$27 00 26 00	\$44 00 33 00	\$30 00 44 00	\$23 00 34 00	\$20 00 31 00
		06	06	04	05	09	18	12	\$1 00	\$11 00	\$14 00	\$11 00	\$11 00
178	<i>Marinette.</i> Prior to chapter 57, 1876 ..... Present rates ..... Increase on old rates..... Decrease on old rates .....	25 32	23 29	20 25	15 21	24 16	48 32	46 35	\$45 00	\$33 00	\$30 00 45 00	\$23 00 35 00	\$20 00 32 00
		07	07	05	06	08	16	11	\$12 00	\$15 00	\$15 00	\$12 00	\$12 00

\*New Stations.



**REPORT**  
**OF THE**  
**CHIPPEWA FALLS AND WESTERN RAILWAY COMPANY,**

For the year ending 30th September, 1877.

**OFFICERS AND OFFICES OF THE COMPANY OPERATING.**

NAMES.	OFFICE.	ADDRESS.	SAL'IES.
Thad. C. Pound.....	President.....	Chippewa Falls.....	.....
W. P. Bartlett.....	1st Vice-President.....	Eau Claire.....	.....
L. C. Stanley.....	Secretary.....	Chippewa Falls.....	.....
.....	Solicitor.....	.....	.....
L. C. Stanley.....	Treasurer.....	Chippewa Falls.....	.....
L. C. Stanley.....	General Manager.....	Chippewa Falls.....	.....
.....	General Superintendent.....	.....	.....
.....	Chief Engineer.....	.....	.....
L. C. Stanley.....	General Ticket Agent.....	Chippewa Falls.....	.....
.....	General Freight Agent.....	.....	.....
.....	Auditor.....	.....	.....
Total salaries.....	.....	.....	.....

**1. General offices at Chippewa Falls.**

NAMES OF DIRECTORS.	RESIDENCE.
Horace Thompson.....	St. Paul.
Thad. C. Pound.....	Chippewa Falls
W. P. Bartlett.....	Eau Claire.
L. C. Stanley.....	Chippewa Falls
D. E. Seymour.....	Chippewa Falls
H. S. Allen.....	Chippewa Falls
E. D. Stanley.....	Chippewa Falls

**EXECUTIVE COMMITTEE.**

Thad C. Pound,

W. P. Bartlett,

L. C. Stanley.



2. Date of annual election of Directors,  
November 26th, 1877.
3. Name and address of person to whom correspondence concerning this  
report should be directed,  
L. C. Stanley, Chippewa Falls, Wis.

## CAPITAL STOCK.

1. Capital stock authorized by charter .....	\$160,000 00
2. How many kinds of stock?	
3. Amount of common stock .....	148,200 00
4. Amount of preferred stock .....	
5. Total capital stock .....	<u>\$148,200 00</u>
6. Proportion of stock for Wisconsin* .....	
7. Rate of preference .....	
8. How much <i>common</i> stock has been issued during the year ending September 30th, 1877 .....	\$21,400 00
9. For what purpose? and what was received therefor? ...	
10. How much <i>preferred</i> stock has been issued during the year ending September 30th, 1877 .....	
11. For what purpose? and what was received therefor? Liquidation of indebtedness.	

\*Unless some good reason exists to the contrary, this proportion — and all other estimates of the same character — should be for the miles of road in this state compared with the whole. If made on a different basis, please state the reasons therefor.

## FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin lines.
1. Describe severally all outstanding classes of bonds, including amount, dates of issue, in- terest, where and when payable .....	\$131,000 00	Same.
2. Amount of debt not secured by mortgage ....	13,836 03	Same.
3. Total funded and unfunded debt .....	<u>\$144,836 03</u>	
4. Net cash realized from bonded debt, above de- scribed .....	\$111,350 00	Same.
5. Proportion of debt, bonded and floating, for Wisconsin .....		



## COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin lines.
1. What amount has been expended for right of way, during the year ending, Sept. 30, 1877? .....	\$100 00 .....	.....
2. What for real estate, and for what purpose purchased? .....	.....	.....
3. What has been expended in construction du- ring the year ending, Sept. 30, 1877? .....	1,350 81 .....	.....
4. What for improvement? .....	.....	.....
5. What for other items of expense, for construc- tion and equipment? .....	1,840 33 .....	.....
6. What amounts, if any, have been paid for roads or portions of roads not built by company during the time mentioned. ....	.....	.....
7. Total expended during the year ending, Sept. 30, 1877. ....	\$2,791 14 .....	.....
8. Total cost of entire line, as per last report	\$177,622 39 .....	.....
9. Total cost of entire line, to date. ....	\$180,413 53 .....	.....



**ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL  
PROPERTY IN THIS STATE.**

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading during year ending Sept. 30, 1877. Nothing		
2. How much for bridges. ....do....		
3. How much for tunnels. ....do....		
4. How much for iron bridges. ....do....		
5. How much for wooden bridges. ....do....		
6. How much for ties and tying ....do....		
7. How much for iron rails. No. miles. Lbs. wt. per yard. ....Nothing		
8. How much for steel rail No. miles. Lbs. weight per yard. ....Nothing		
9. How much for chains, spikes, fish-bar. ....do....		
10. How much for laying track. ....do....		
11. How much for passenger and freight stations, fixtures and furniture, as per schedule. No. stations. ....	\$410 93	
12. How much for engine and car shops. No. ....Nothing		
13. How much for machine shops. No. ....do....		
14. How much for machinery and fixtures. ....do....		
15. How much for engine houses. No. ....do....		
16. How much for car sheds. No. ....do....		
17. How much for turn tables. No. ....do....		
18. How much for track and other scales. No. ....Nothing		
19. How much for wood sheds and water stations. No. ....Nothing		
20. How much for fencing. No. miles, 8. ....	1,000 00	
21. How much for elevators. No. ....		
22. How much for locomotives and tenders. No. .... Av. wt. tons. ....	373 90	
23. How much for snow plows, as per schedule. No. .... Av. wt. tons. ....		
24. How much for wreckers. No. .... Av. wt. tons	360 98	
25. How much for passenger cars, 1st class. No. .... Av. wt. tons		
26. How much for passenger cars, 2d class. No. .... Av. wt. tons		
27. How much for baggage cars. No. .... Av. wt. tons		
28. How much for mail cars. No. .... Av. wt. tons		
29. How much for exp. cars. No. .... Av. wt. tons		
30. How much for freight cars, closed. No. .... Av. wt. tons		
31. How much for platf'm cars. No. .... Av. wt. tons		
32. How much for hand cars. No. .... Av. wt. tons		
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others. ....	39 88	
34. How much for all other property not enum'd.	605 45	
35. Total amount expended during the year ending, Sept. 30, 1877. ....	\$2,791 14	



## CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.	MILES.		Weight of Rail per yard.
	Entire Length.	Length in Wis- consin.	
1. Length of main line of road from — to — ..	10 $\frac{1}{2}$	10 $\frac{1}{2}$	65
2. Length of double track on main line.....	$\frac{1}{2}$		
* BRANCHES — Name each.			
3. Length of branch.....			
From — to — length of double track on branch .....			
4. Length of branch .....			
From — to — length of double track on branch .....			
5. Length of branch.....			
From — to — length of double track on branch .....			
6. Length of branch .....			
From — to — length of double track on branch .....			
7. Total length of main line and branches ..			
8. Aggregate length of tracks operated by this company, computed as single track.			
9. Aggregate length of sidings and other track not above numerated.			
10. Number of junction stations.			
11. What is the gauge of your lines?			

## DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	No. of persons employed.	Average salary per annum.
1. Division and assistant superintendents.....		
Clerks in all offices.....		
Master and assistant mechanics.....		
Conductors .....	1	\$1,000 00
Engineers .....	1	1,200 00
Brakemen .....	2	450 00
Flagmen, switch-tenders, gate-keepers and watchmen .....		
Station agents .....	2	900 00
Section men (salary per month, \$37.50).....	5	37 50
Laborers.....	1	300 00
Other employees .....	8	600 00

\* This includes leased lines — designate them as such — the earnings, expenses, etc., of which are given in this report.



*Doings of the Year in Transportation — continued.*

MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains ....	12,896	.....
3. Number of miles run by freight and mixed trains .....	6,448	.....
4. Number of miles run by construction and other trains.....		.....
5. Total mileage .....	19,344	.....
6. Total number of passengers carried .....	88,400	.....
7. Total number tons freight carried one mile ..	64,910	.....
8. Total number passengers carried one mile. ...	384,000	.....
9. Average distance traveled by each passenger.	10	.....
Miles per hour.		
10. The highest rate of speed allowed for express passenger trains. ....	20	
11. Schedule rates of same, including stops .....	20	
12. The highest rate of speed allowed for mail and accommodation trains.....	20	
13. Schedule of same, including stops ... ..	20	
14. The highest rate of speed allowed for freight trains .....	20	
15. Schedule rate of same, including stops .....	20	
16. Amount of freight carried per car.....	9 tons.	
17. TOTAL FREIGHT IN TONS.		
Grain .....	1,344	.....
Flour .....	1,208	.....
Provisions.....	562	.....
Salt, cement, water lime and stucco.....	228	.....
Manufactures, including agricultural implements, furniture and wagons.....	85	.....
Live stock .....	8	.....
Lumber and forest products.....	20	.....
Iron, lead, and mineral products.....		.....
Stone, brick, lime, sand, etc.....	166	.....
Coal.....	375	.....
Merchandise and other articles.....	2,495	.....
Total tons.....	6,491	.....



## EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS, EXPR'S. AND ALL OTH'R SOURCES.		TOTALS.	
	Whole Line.	Wis	Whole Line.	Wis	Whole Line.	Wis	Whole Line.	Wis
1876.								
October .....	\$1,632 50	...	\$1,239 87	...	\$68 80	...	\$2,938 67	...
November ...	1,968 15	...	1,120 04	...	59 79	...	3,147 98	...
December ....	1,297 10	...	1,078 72	...	69 32	...	2,445 14	...
1877.								
January .....	874 25	...	805 09	...	50 99	...	1,730 33	...
February .....	1,046 00	...	798 63	...	52 84	...	1,897 47	...
March .....	1,477 45	...	591 86	...	50 62	...	2,119 93	...
April .....	1,931 75	...	901 97	...	62 34	...	2,896 06	...
May .....	1,466 55	...	757 93	...	68 98	...	2,293 46	...
June ...	1,201 13	...	712 53	...	62 96	...	1,976 62	...
July .....	1,858 60	...	751 68	...	59 40	...	2,664 68	...
August .....	1,017 40	...	575 01	...	59 81	...	1,652 22	...
September ....	1,086 00	...	1,104 15	...	66 77	...	2,256 92	...
Totals...	\$16,851 88	...	\$10,436 98	...	\$730 62	...	\$28,019 48	...

1. Earnings per mile of road .. \$2,728 52
2. Earnings per mile of road on freight ..... 1,010 30
3. Earnings per mile on passengers ..... 1,630 82
4. Earnings per train-mile run, on freight ..... 1 63
5. Earnings per train-mile run, on passengers ..... 1 31
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? As..... 10 to 16
7. Average gross earnings per mile [        miles] of road, exclusive of sidings ..... \$2,728 32
8. Average net earnings per mile [        miles] of road, exclusive of sidings .....
9. Average net earnings per train-mile .....



## EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

		Belonging to Whole Line.	Belong- ing to Wiscon- sin.
1. Maintenance of way —			
Repairs of track, including new and re-rolled iron rail in place of old iron rails.....			
Repairs of bridges .....			
Repairs of fences.....			
New steel rail, valued only as iron rail* .....			
Other expenses on way.....		\$1,900 00	
2. Maintenance of buildings .....			
3. Maintenance of rolling stock —			
Locomotives .....	\$373 90		
Passeng'r, baggage, mail and exp. cars } .....			
Freight cars } .....	360 98		
Shop tools and machinery.....			
4. Conducting transportation, and general expe. es —			
Management of general office .....	1,800 00		
Foreign agency and advertising.....	8 80		
Agents and station service .....	3,180 00		
Conductors, baggage and brakemen.....	1,900 00		
Engineers, firemen and wipers.....	2,288 75		
Train and station supplies .....	225 10		
Fuel consumed.....	1,200 00		
Oil and waste.....	284 57		
Personal expenses.....			
Damage to persons.....			
Damage to property.....			
Loss and damage to freight and baggage .....			
Legal expenses.....			
Other general operating expenses as p r items below .....			
5. Current expenses —			
For taxes .....			
For insurance.....	64 00		
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid .....	720 00		
		12,385 60	
6. Total current operating expenses, being 51 per cent. of earnings.....		14,285 60	
7. Average operating expenses per mile of road, exclusive of sidings.....		1,882 47	
8. Average operating expenses per train-mile.....		74	
9. Excess of earnings over operating and current expenses .....		13,738 88	
10. Cost of maintaining track and bridges permile run .....		10	
11. Cost of repairs of engines per mile run.....		2	
12. Cost of engineers and firemen per mile run.....		12	
13. Cost of oil and waste per mile run.....		1-5	
14. Cost of fuel per mile run .....		6-3	

\* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)



*Expenses, etc.* — continued.

## PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to whole line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track .....		
16. New rail on new track .....		
17. New equipment .....		
18. New bridges and culverts (not including replacements) .....		
19. Real estate bought during the year .....		
20. New tools and machinery .....		
21. New buildings .....		
22. Total paid for new investment on the length of the company's line since date of last report .....		
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year—specify particularly .....		
Total new investment .....		
24. For interest on bonds, \$10,087 00 .....		
25. Dividends—rate — per cent. — on preferred stock. Interest on floating debt, \$2,151.64 .....		
26. Dividends—rate — per cent. on com- mon stock .....		
27. Total payments in addition to operating expenses .....	\$12,238 64	
28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state? .....		

29. How was amount of dividends paid the past year— cash, stock or other-  
wise? Specify amounts and manner of payment.



# GENERAL BALANCE SHEET, 1st OF OCTOBER, 1877.

ASSETS.		LIABILITIES.	
	AMOUNT.		AMOUNT.
Cost of road.....	\$180,418 53	Received for stock subscribed.....	\$30,550 00
Supplies and material on hand.....	1,919 21	Received for stock and bonds sold.....	111,350 00
Total.....	\$182,338 74	Floating debt.....	18,338 03
		Earnings to capital account.....	27,098 71
		Total.....	\$182,338 74



1. What regulations govern your employees in regard to crossings of other railroads, and are they found to be sufficient?  
Do not cross.
2. What regulations govern your employees in regard to crossings of public highways? And are these regulations found to be sufficient?  
Requirements of state laws are found sufficient.
3. What platform and coupler between passenger cars do you use?  
Miller.
4. What kind of brakes do you use on passenger trains?  
Hand.

#### U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?  
\$300 per year.

#### EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?  
American Express. 20 cents per 100 pounds.

#### TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?  
None.

#### SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?  
None.

#### ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?  
None.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?  
None.
11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?  
None.



12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?  
No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?  
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?  
None.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make clear connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at all such points, state at *what* points such connections are not made, and the reasons therefor?  
Close connection with West Wis. R. R. at Eau Claire.
16. Have any swamp or other State lands been granted your Company since the date of your last report? If so, how many acres?  
No.
17. Have any United States lands been granted to your Company, directly or indirectly, since the date of your last report? What number acres received by your Company, directly or indirectly, since date of last report?  
No.
18. What number acres sold and conveyed since date of your last report?  
None.
19. Average price, per acre, realized?
20. To what corporations have you sold land? How much, and what price, since the date of your last report?  
None.
21. Number of acres now held by Company?  
None.
22. Average price asked for lands now held by Company?
23. Value of donations of right of way or other real estate received since the date of your last report?  
None.
24. Amount of city, county and town aid granted to Company in exchange for stock, or otherwise? Specify particulars since date of last report?  
None.
25. Total cash amount realized from such aid since date of your last report?  
None.
26. Amount of land sold, but not conveyed, under contracts now in force?  
None.
27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?  
None.
28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?  
None.
29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?  
None.
30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?  
None.
31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?  
None.
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to present time?  
None.



33. What is the amount now due the Company on lands sold, or contracted to be sold?  
None.
34. Are there any terminal points or places, on your lines in, or out, of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.  
No.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57 of laws of 1876?  
No.
36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?  
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt, and coal.  
No.
37. \*Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.  
No.
38. What is your present tariff per mile for passengers, both through and local?  
 $4\frac{1}{2}$ .
39. What proportion of the passengers carried by you, in this State, purchase round trip-tickets? And what proportion purchase 500-mile tickets?  
None.
40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.  
No.
41. Has your Company any rule governing your conductors, engineers, and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*  
Perfect sobriety required, and no liquors on the property.

\* The "distance tariff," with both rates noted thereon, will be a sufficient answer.



**No. of Accidents.**

97



1. Of the above accidents, those numbered as follows were caused by broken rails.  
Total No. ....
2. Of the above accidents those numbered as follows were caused by inattention of employees:  
Total No. ....
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:  
Total No. ....
4. Of the above accidents those numbered as follows were caused by explosions:  
Total No. ....
5. Amount paid as damages caused by fire from locomotives....

**NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.**

	Number Killed.	Amount Paid.
1. Cattle .....	2	\$60 00
2. Horses .....		
3. Mules .....		
4. Sheep .....		
5. Hogs .....		
6. Total .....	2	\$60 00

7. Amount claimed yet unsettled, or in litigation. None.

STATE OF WISCONSIN, }  
County of Eau Claire, } ss.

William P. Bartlett, Vice President, and L. C. Stanley, Secretary and General Manager, of the Chippewa Falls and Western Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1877, to the best of their knowledge and belief.

[SEAL.]

Signed.  
W. P. BARTLETT,  
L. C. STANLEY.

Subscribed and sworn to before me, this 30th day of October, A. D. 1877.

[SEAL.]

HENRY S. JANES,  
Notary Public, Eau Claire Co., Wis.



**REPORT**  
**OF THE**  
**GALENA AND SOUTHERN WISCONSIN RAILROAD COMPANY,**

For the year ending 30th September, 1877.

**OFFICERS AND OFFICES OF THE COMPANY OPERATING.**

NAMES.	OFFICES.	ADDRESS.	SAL'RIES
R. Barrett .....	President.....	Galena, Ill .....	.....
M. Murphy .....	1st Vice President.....	Benton, Wis.....	.....
S. O. Stillman .....	Secretary .....	Galena .....	.....
.....	General Solicitor.....	.....	.....
.....	Treasurer .....	.....	.....
.....	General Manager .....	.....	.....
W. H. Blewett .....	General Superitendent..	Galena .....	.....
A. Comstock .....	Chief Engineer .....	Galena .....	.....
W. T. Harlow .....	General Ticket Agent..	Galena .....	.....
D. Rochford .....	General Freight Agent..	Galena .....	.....
.....	Auditor .....	.....	.....
Total Salaries .....	.....	.....	.....

**1. General offices at Galena, Illinois.**

NAMES OF DIRECTORS.	RESIDENCE.
R. Barrett.....	Galena.
M. Murphy .....	Benton.
D. Hunkins .....	Galena.
D. Rochford.....	Galena.

**EXECUTIVE COMMITTEE.**

R. Barrett,

M. Murphy,

W. H. Blewett.



2. Date of annual election of directors,  
December.
3. Name and address of person to whom correspondence, concerning this report, should be directed,  
R. Barrett, Galena, Illinois.

## CAPITAL STOCK.

1. Capital stock authorized by charter. From \$100,000 to any amount that may be expended on the road.
2. How many kinds of stock?  
One.
3. Amount of common stock ..... \$174,000 00
4. Amount of preferred stock ..... ..
5. Total capital stock ..... \$174,000 00
6. \*Proportion of stock for Wisconsin ..... \$82,000 00
7. Rate of preference?  
None.
8. How much common stock has been issued since Sept. 30, 1876?  
None.
9. For what purpose? and what was received therefor?
10. How much preferred stock has been issued, since September. 30, 1876?  
None.
11. For what purpose? and what was received therefor?

## FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin Lines.
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable. First mortgage bonds of the company dated Oct. 1, 1872, 7 per cent. gold, 20 years from date .....	\$252,000 00	¾
2. Amount of debt not secured by mortgage?....	88,671 68	.....
3. Total funded and unfunded debt.....	\$290,671 68	.....
4. Net cash realized from bonded debt, above described .....	\$168,800 00	.....
5. Proportion of debt, bonded and floating, for Wisconsin .....		.....

\* Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles or road in this state compared with the whole. If made on a different basis please state the reasons therefor.



## COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin Lines.
1. What amount has been expended for right of way, between Sept. 30, 1876, and Sept. 30, 1877? None.....		
2. What for for real estate, and for what purpose purchased? None.....		
3. What has been expended in construction between Sept. 30, 1876, and Sept. 30, 1877? ....	\$7,621 75	
4. What for improvement?.....		
5. What for other items of expense, for construction and equipment? .....		
6. What amounts, if any, have been paid for roads or portions of roads not built by company during the time mentioned?.....		
7. Total expended between Sept. 30, 1876, and Sept. 30, 1877.....	\$7,621 75	
8. Total cost of entire line, as per last report.	\$472,569 45	
9. Total cost of entire line to date.....	\$480,191 20	



**ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL  
PROPERTY IN THIS STATE.**

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading between Sept. 30, 1876, and Sept. 30, 1877.....		
2. How much for bridges.....		
3. How much for tunnels.....		
4. How much for iron bridges.....		
5. How much for wooden bridges.....		
6. How much for ties and tying.....		
7. How much for iron rail, No. miles, lbs. wt. per yard.....		
8. How much for steel rail, No. miles, lbs. wt. per yard.....		
9. How much for chains, spikes, fish-bar, etc.....		
10. How much for laying track.....		
11. How much for passenger and freight stations, fixtures and furniture, as per schedule, No. stations.....		
12. How much for engine and car shops, No. —.....		
13. How much for machine shops, No. —.....		
14. How much for machinery and fixtures.....		
15. How much for engine houses, No. —.....		
16. How much for car sheds, No. —.....		
17. How much for turn tables, No. —.....		
18. How much for track and other scales, No. —.....		
19. How much for wood sheds and water stations, No. —.....		
20. How much for fencing, — No. miles, —.....		
21. How much for elevators, No. —.....		
22. How much for locomotives and tenders, No. — Av. wt. tons, —.....		
23. How much for snow plows, as per schedule, No. —. Av. wt. tons, —.....		
24. How much for wreckers, No. — Av. wt. tons, —.....		
25. How much for passenger cars, 1st class, No. — Av. wt. tons, —.....		
26. How much for passenger cars, 2d class, No. — Av. wt. tons, —.....		
27. How much for baggage cars, No. —. Av. wt. tons, —.....		
28. How much for mail cars, No. —. Av. wt. tons, —.....		
29. How much for express cars, No. —. Av. wt. tons, —.....		
30. How much for freight cars, closed, No. —. Av. wt. tons, —.....		
31. How much for platform cars, No. —. Av. wt. tons, —.....		
32. How much for hand cars, No. —. Av. wt. tons, —.....		
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others.....		
34. How much for all other property not enumerated.....		
35. Total amount expended between Sept. 30, 1876, and Sept. 30, 1877.....		



## CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.	MILES.		Weight of rail per yard.
	Entire Length.	Length in Wis- consin.	
1. Length of main line of road from Galena to Platteville .....	30	20	35
2. Length of double track on main line.....			
*BRANCHES — Name each.			
3. Length of branch .....			
From — to —. Length of double track on branch .....			
4. Length of branch .....			
From — to —. Length of double track on branch .....			
5. Length of branch .....			
From — to —. Length of double track on branch .....			
6. Length of branch .....			
From — to —. Length of double track on branch .....			
7. Total length of main line and branches.....	30	20	.....
8. Aggregate length of tracks operated by this company, computed as single track, 30 miles.			
9. Aggregate length of sidings and other track not above enumerated, 1 mile.			
10. Number of junction stations, —.			
11. What is the gauge of your lines? 3 feet.			

## DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	Number of persons Employed.	Average salary per annum.
1. Division and assistant superintendents.....		
Clerks in all offices.....		
Master and assistant mechanics .....	2	\$840 00
Conductors .....	1	780 00
Engineers .....	1	900 00
Brakemen .....	1	420 00
Flagmen, switch-tenders, gate-k'pers and watchmen	1	520 00
Station agents.....	6	230 00
Section men (average) .....	15	400 00
Laborers (none employed regularly).....		
Other employees .....		

\* This includes leased lines — designate them as such — the earnings, expenses, etc., of which are given in this report.



*Doings of the Year in Transportation* — continued.

MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains .....		
3. Number of miles run by freight and mixed trains.....	18,000	12,000
4. Number of miles run by construction and other trains.....		
5. Total mileage .....	18,000	12,000
6. Total number of passengers carried.....	8,458	
7. Total number tons freight carried one mile.....		
8. Total number passengers carried one mile.....	148,456	
9. Average distance traveled by each passenger ..	17 $\frac{1}{4}$	
Miles per hour.		
10. The highest rate of speed allowed for express passenger trains.....		
11. Schedule rates of same, including stops.....		
12. The highest rate of speed allowed for mail and accommodation trains.....	15	
13. Schedule of same, including stops.....		
14. The highest rate of speed allowed for freight trains.....		
15. Schedule rate of same, including stops.....		
16. Amount of freight carried per car .....	16,000 lbs.	
17. TOTAL FREIGHT IN TONS.		
Grain.....	2,624	
Flour.....	186	
Provisions .....		
Salt, cement, water-lime and stucco .....	82	
Manufactures, including agricultural implements, furniture and wagons ..		
Live stock .....	1,112	
Lumber and forest products.....	2,184	
Iron, lead and mineral products.....	1,008	
Stone, brick, lime, sand, etc.....	80	
Coal .....		
Merchandise and other articles.....	792	
Total tons .....	7,968	



## EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS, EXPRESS, AND ALL OTHER SOURCES.		TOTALS.	
	Whole line.	Wis	Whole line.	Wis	Whole line.	Wis	Whole line.	Wis
1876								
October .....	\$462 15	....	\$1,129 37	....	\$5 11	....	\$1,596 63	....
November .....	503 80	....	1,893 63	....	.....	....	2,397 43	....
December .....	374 25	....	1,347 63	....	213 90	....	1,925 78	....
January .....	187 95	....	588 20	....	40 96	....	767 11	....
1877								
February .....	380 80	....	934 36	....	268 13	....	1,583 49	....
March .....	280 65	....	744 75	....	.....	....	1,025 40	....
April .....	517 20	....	786 26	....	246 31	....	1,549 77	....
May .....	472 20	....	1,262 64	....	20 00	....	1,754 84	....
June .....	446 05	....	1,258 59	....	30 36	....	1,735 00	....
July .....	574 25	....	754 21	....	334 90	....	1,663 36	....
August .....	597 70	....	698 51	....	40 00	....	1,336 21	....
September .....	610 40	....	710 55	....	23 65	....	1,344 60	....
Totals .....	\$5,357 40	....	\$12,109 90	....	\$1,223 32	....	\$18,689 62	....

1. Earnings per mile of road.....	\$622 98
2. Earnings per mile of road on freight.....	403 63
3. Earnings per mile on passengers.....	178 58
4. Earnings per train-mile run, on freight.....	61 <sup>1</sup> / <sub>10</sub> c.
5. Earnings per train-mile run, on passengers.....	297 c.
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight?.....	as 1 to 2 <sup>14</sup> / <sub>10</sub>
7. Average gross earnings per mile [30 miles] of road, exclusive of sidings.....	622 98
8. Average net earnings per mile [30 miles] of road, exclusive of sidings .....	204 19
9. Average net earnings per train-mile.....	84 c.



## EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

	Belonging to whole line	Belonging to Wis.
1. Maintenance of way:		
Repairs of track, including new and rerolled iron rail in place of old iron rail.....	\$4,563 19	
Repairs of bridges.....		
Repairs of fences.....		
New steel rail, valued only as iron rail <sup>1</sup> .....		
Other expenses on way.....		
2. Maintenance of buildings.....		
3. Maintenance of rolling stock.....	918 58	
Locomotives.....		
Passenger, baggage, mail and express cars..		
Freight cars.....		
Shop tools and machinery.....		
4. Conducting transportation, and general ex- penses:		
Management and general office... \$159 83		
Foreign agency and advertising.....		
Agents and station service..... 1,332 85		
Conductors, baggage and brakemen 1,162 75		
Engineers, firemen and wipers... 1,952 25		
Train and station supplies..... 32 15		
Fuel consumed..... 1,788 63		
Oil and waste..... 103 00		
Personal expenses.....		
Damage to persons.....		
Damage to property..... 30 75		
Loss and damage to freight and baggage.....		
Legal expenses.....		
Other general operating expenses 445 60		
	7,007 31	
5. Current expenses:		
For taxes.....		
For insurance.....	80 65	
Lease or privilege of other roads whose earn- ings are included in this report, giving name and amounts paid.....		
6. Total current operating expenses, being 67 per cent. of earnings.....	\$12,564 73	
7. Average operating expenses per mile of road, exclusive of sidings.....	\$418 82	
8. Average operating expenses per train mile....	69 c.	
9. Excess of earnings over operating and current expenses.....	6,125 89	
10. Cost of maintaining track and bridges per mile run.....	25 c.	
11. Cost of repairs of engines per mile run.....		
12. Cost of engineers and firemen per mile run....	7 c.	
13. Cost of oil and waste per mile run....	1/2 c.	
14. Cost of fuel per mile run.....	10 c.	

<sup>1</sup> In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses.



*Expenses, etc. — continued.***PAYMENTS IN ADDITION TO OPERATING EXPENSES.**

	Belonging to Whole Line.	Belonging to Wisconsin.
15. New steel rails, excess of cost over iron rail, old track .....		
16. New rail on new track .....		
17. New equipment .....		
18. New bridges and culverts (not including re- placements) .....		
19. Real estate bought during the year ... ..		
20. New tools and machinery .....		
21. New buildings .....		
22. Total paid for new investment on the length of the company's lines since date of last report ..		
23. Amounts paid in cash, stock, bonds, or other- wise, for extensions, new lines and branches, during the past year — specify particulars...		
Total new investments .....		
24. For interest on bonds .....		
25. Dividends — rate — per cent. — on preferred stock .....		
26. Dividends — rate — per cent. — on common stock .....		
Total payments in addition to operating ex- penses .....		
28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state? .....		
29. How was amount of dividends paid the past year — cash, stock or other wise? Specify amounts and manner of payment.		



## GENERAL BALANCE SHEET, 1st OF OCTOBER, 1877.

ASSETS.	Amount.	LIABILITIES.	Amount.
Construction accounts ..... Due from sundry persons..... Transportation accounts..... Deposit for right of way and fencing..... Cash .....	\$480,191 20 1,568 45 9,279 82 4,037 50 59 05	Stock ..... Miscellaneous receipts ..... Bonds ..... Bills payable ..... Profit and loss..... Surp. pay rolls..... Express..... Mail..... Passenger receipts..... Freight receipts..... Due sundry persons.....	\$178,447 91 1,426 80 252,000 00 36,283 75 11,976 80 1,028 96 80 00 861 81 3,991 80 7,674 27 1,358 92
Total.....	\$495,131 02	Total .....	\$495,131 02



1. What regulations govern your employees in regard to crossings of other railroads, and are they found to be sufficient?  
None crossed by this road.
2. What regulations govern your employees in regard to crossings of public highways? And are these regulations found to be sufficient?  
We blow whistle and ring bell, and have found this sufficient.
3. What platform and coupler between passenger cars do you use?  
The common one.
4. What kind of brakes do you use on passenger trains?  
Common one.

#### U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?  
For carrying mail daily over whole length of road, \$1,381.05 per annum.

#### EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?  
American Express Co. \$20 per month.

#### TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freights given any preference in speed or order of transportation, and if so, in what particular?  
None.

#### SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?  
None.

#### ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?  
No.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?  
No.
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation, or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?  
No.



12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?  
No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?  
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?  
None.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.  
Have no arrangement, but run to meet the train of the I. C. railroad at Galena.
16. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?  
No.
17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number acres received by your company, directly or indirectly, since date of last report?
18. What number acres sold and conveyed since date of your last report?
19. Average price per acre realized?
20. To what corporations have you sold land? How much, and what price, since the date of your last report?
21. Number of acres now held by company?
22. Average price asked for lands now held by company?
23. Value of donations of right of way or other real estate received since the date of your last report?
24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars since date of last report.
25. Total cash amount realized from such aid since date of your last report?
26. Amount of land sold, but not conveyed, under contracts now in force?  
None.
27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?  
None.
28. Whole amount of cash received, principal and interest, on outstanding contracts, in force since date of last report?  
None.
29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?  
None.
30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?  
None.
31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?  
None.
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?  
None.
33. What is the amount now due the Company on lands sold, or contracted to be sold?  
None.
34. Are there any terminal points or places, on your line, in or out of this



State, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.

Galena, Ill.

35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points, since the enactment of chapter 57, of the laws of 1876?

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

No

If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.

37. \* Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

No.

38. What is your present tariff per mile for passengers, both through and local?

3 $\frac{1}{2}$ c.

39. What proportion of the passengers carried by you, in this state, purchase round-trip tickets? And what proportion purchase 500-mile tickets? We do not sell any tickets good for more than one trip.

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force, both at the time and since the passage of said chapter.

No.

41. Has your Company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*

Have no rule, but do not employ persons who drink to excess.

\*The "distance tariff," with both rates noted thereon, will be a sufficient answer.



## ACCIDENTS.

[illegible]



1. Of the above accidents, those numbered as follows were caused by broken rails.  
Total No....
2. Of the above accidents those numbered as follows were caused by inattention of employees:  
Total No....
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:  
Total No....
4. Of the above accidents those numbered as follows were caused by explosions:  
Total No...
5. Amount paid as damages caused by fire from locomotives.

**NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.**

	Number Killed.	Amount Paid.
1. Cattle.....	.....	.....
2. Horses .....	.....	.....
3. Mules.....	.....	.....
4. Sheep.....	.....	.....
5. Hogs.....	.....	.....
6. Total .....	.....	.....

7. Amount claimed yet unsettled, or in litigation..

STATE OF ILLINOIS, *County of Jo Daviess* — ss.

Richard Barrett, President, and S. O. Stillman, Secretary, of the Galena and Southern Wisconsin Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1877, to the best of their knowledge and belief. Signed.

[SEAL.]

R. BARRET,  
*President.*  
S. O. STILLMAN,  
*Secretary.*

[SEAL.]

Subscribed and sworn to before me, a notary public, this ninth day of November, A. D. 1877.

C. S. MERRICK,  
*Notary Public.*



**REPORT**  
**OF THE**  
**GREEN BAY AND MINNESOTA RAILROAD COMPANY,**

For the year ending 30th September, 1877.

**OFFICERS AND OFFICES OF THE COMPANY OPERATING.**

NAMES.	OFFICE.	ADDRESS.	Salaries.
Henry Ketchum .....	President .....	New London ..	.....
D. M. Kelley .....	Vice-President and General Manager .....	Green Bay .....	.....
W. J. Abrams .....	Secretary .....	Green Bay .....	.....
Norris & Chynoweth .....	Solicitors .....	Green Bay .....	.....
W. R. Hancock .....	Treasurer .....	Green Bay .....	.....
S. B. Kenrick .....	Superintendent .....	Green Bay .....	.....
J. T. Alton .....	Chief Engineer .....	Green Bay .....	.....
Dan. Atwood .....	General Freight and passenger Agent .....	Green Bay .....	.....
Total salaries .....	.....	.....	.....

1. General offices at Green Bay.

NAMES OF DIRECTORS.	RESIDENCE.
H. Ketchum .....	New London.
D. M. Kelley .....	Green Bay.
W. J. Abrams .....	Green Bay.
George Sommers .....	Green Bay.
Fred. S. Ellis .....	Green Bay.
W. E. Peak .....	La Crosse.
E. F. Hatfield, Jr .....	New York City
W. W. Scranton .....	Scranton, Pa.

**EXECUTIVE COMMITTEE.**

The Board of Directors.



2. Date of annual election of Directors,  
The first Monday in April.
3. Name and address of person to whom correspondence concerning this  
report should be directed,  
D. M. Kelly, Green Bay, Wis.

## CAPITAL STOCK.

1. Capital stock authorized by charter.....	\$8,000,000 00
2. How many kinds of stock? One.	
3. Amount of common stock.....	8,000,000 00
4. Amount of preferred stock.....	
5. Total capital stock .....	<u>\$8,000,000 00</u>
6. Proportion of stock for Wisconsin*.....	<u>                    </u>
7. Rate of preference.....	
8. How much <i>common</i> stock has been issued since Septem- ber 30th, 1876 .....	\$10,900 00
9. For what purpose? and what was received therefor?.... Local aid.	
10. How much <i>preferred</i> stock has been issued since Septem- ber 30th, 1876.....	
11. For what purpose? and what was received therefor? Nothing.	

## FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin Lines.
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable.		
First mortgage .....	\$3,200,000 00	
Second mortgage.....	779,860 00	
2. Amount of debt not secured by mortgage?....	1,847,275 18	
3. Total funded and unfunded debt.....	<u>\$5,827,135 18</u>	
4. Net cash realized from bonded debt, above described .....	\$2,967,480 00	
5. Proportion of debt, bonded and floating, for Wisconsin .....		

\*Unless some good reason exists to the contrary, this proportion — and all other estimates of the same character — should be for the miles of road in this state compared with the whole. If made on a different basis, please state the reasons therefor.



## COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin Lines.
1. What amount has been expended for right of way, between Sept. 30, 1876, and Sept. 30, 1877? .....	\$3,543 78 .....	
2. What for real estate, and for what purpose purchased? Depot grounds.....	544 40 .....	
3. What has been expended in construction between Sept. 30, 1876, and Sept. 30, 1877? ....	.....	
4. What for improvement?.....	.....	
5. What for other items of expense, for construction and equipment? \$31,990 98 .....	.....	
Less amount credited construction, \$2,129.85.	29,861 13 .....	
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned?.....	.....	
	\$33,949 31 .....	
7. Total expended between Sept. 30, 1876, and Sept. 30, 1877.....	\$33,949 31 .....	
8. Total cost of entire line, as per last report.	\$12,290,565 43 .....	
9. Total cost of entire line to date.....	\$12,264,514 74 .....	



**ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL  
PROPERTY IN THIS STATE.**

DESCRIPTION OF PROPERTY.	Total.	In Wiscon- sin.
1. What amount has been expended for grading between Sept. 30, 1876, and Sept. 30, 1877 ..	\$2,337 87	.....
2. How much for bridges.....do...	5,851 95	.....
3. How much for tunnels.....do...		.....
4. How much for iron bridges.....do...		.....
5. How much for wooden bridges.....do...		.....
6. How much for ties and tying.....do...	6,628 12	.....
7. How much for iron rails. No. miles 52 Lbs. wt. per yard.....	5,219 89	.....
8. How much for steel rail No. miles... Lbs. weight per yard..... Nothing		.....
9. How much for chains, spikes, fish-bar. do...		.....
10. How much for laying track.....do...	429 56	.....
11. How much for passenger and freight stations, fixtures and furniture, as per schedule. No. stations.....	473 11	.....
12. How much for engine and car shops. No...		.....
13. How much for machine shops. No...do...		.....
14. How much for machinery and fixtures.do...		.....
15. How much for engine houses. No. do...	1,770 28	.....
16. How much for car sheds. No...do...		.....
17. How much for turn tables. No...do...	13 50	.....
18. How much for track and other scales. No...	5 25	.....
19. How much for wood sheds and water stations. No....	25 00	.....
20. How much for fencing. No. miles... ..	5,992 42	.....
21. How much for elevators. No... ..	507 49	.....
22. How much for locomotives and tenders. No... Av. wt. tons....		.....
23. How much for snow plows, as per schedule. No... Av. wt. tons....		.....
24. How much for wreckers. No.. Av. wt. tons		.....
25. How much for passenger cars, 1st class. No... Av. wt. tons....		.....
26. How much for passenger cars, 2d class. No. .. Av. wt. tons....		.....
27. How much for baggage cars. No.. Av. wt. tons....		.....
28. How much for mail cars. No.. Av. wt. tons		.....
29. How much for exp. cars. No.. Av. wt. tons		.....
30. How much for freight cars, closed. No. ... Av. wt. tons ...		.....
31. How much for platf'm cars. No.. Av. wt. tons		.....
32. How much for hand cars. No.. Av. wt. tons		.....
33. How much for machinery and tools to accom- pany trains, repair track, etc., used by track- men or others.....		.....
34. How much for all other property not enum'd.	6,824 72	.....
35. Total amount expended between Sept. 30, 1876, and Sept. 30, 1877.....	\$36,079 16	.....



## CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.	MILES.		Weight of rail per yard.
	Entire Length.	Length in Wis- consin.	
1. Length of main line of road from Green Bay, Wis., to Winona, Minn .....	213.9	213.9	.....
2. Length of double track on main line.....	.....	.....	.....
*BRANCHES — Name each.			
3. Length of branch .....	.....	.....	.....
From — to —. Length of double track on branch .....	.....	.....	.....
4. La Crosse, length of branch .....	29.7	29.7	.....
From — to —. Length of double track on branch .....	.....	.....	.....
5. Length of branch .....	.....	.....	.....
From — to —. Length of double track on branch .....	.....	.....	.....
6. Length of branch .....	.....	.....	.....
From — to —. Length of double track on branch .....	.....	.....	.....
7. Total length of main line and branches.....	243.6	243.6	.....
8. Aggregate length of tracks operated by this company, computed as single track.			
9. Aggregate length of sidings and other track not above enumerated, 12 miles.			
10. Number of junction stations, 7.			
11. What is the gauge of your lines? Four feet eight and a half inches.			

## DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	Number of persons Employed.	Average salary per annum.
1. Division and assistant superintendents.....	.....	.....
Clerks in all offices.....	9	\$815 55
Master and assistant mechanics .....	8	983 47
Conductors .....	9	818 33
Engineers .....	11	1,029 52
Brakemen .....	17	540 00
Flagmen, switch-tenders, gate-k'pers and watchmen	1	540 00
Station agents.....	83	544 14
Section men .....	101	410 33
Laborers (bridge carpenters and shop mechanics) .	87	590 24
Other employees (road master, dock master, supt. bridge repairs, janitor, wood and tie agent, east- ern agent and traveling agent .....	7	909 94

\* This includes leased lines — designate them as such — the earnings, expenses, etc., of which are given in this report.



*Doings of the Year in Transportation — continued.*

MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wis-consin.
2. Number of miles run by passenger trains .....	152,596	.....
3. Number of miles run by freight and mixed trains.....	148,884	.....
4. Number of miles run by construction and other trains.....	53,496	.....
5. Total mileage .....	354,976	.....
6. Total number of passengers carried.....	55,505	.....
7. Total number tons freight carried one mile....	11,834,301	.....
8. Total number passengers carried one mile.....	2,301,267	.....
9. Average distance traveled by each passenger ..	41½	.....
Miles per hour.		
10. The highest rate of speed allowed for express passenger trains.....	25	.....
11. Schedule rates of same, including stops.....	20	.....
12. The highest rate of speed allowed for mail and accommodation trains.....	25	.....
13. Schedule of same, including stops.....	20	.....
14. The highest rate of speed allowed for freight trains.....	15	.....
15. Schedule rate of same, including stops.....	8	.....
16. Amount of freight carried per car .....	20,000 lbs.	.....
17. TOTAL FREIGHT IN TONS.		
Grain.....	26,050	.....
Flour.....	2,438	.....
Provisions.....	1,285	.....
Salt, cement, water-lime and stucco .....	2,508	.....
Manufactures, including agricultural imple-ments, furniture and wagons ..	1,517	.....
Live stock .....	172	.....
Lumber and forest products.....	45,583	.....
Iron, lead and mineral products.....	696	.....
Stone, brick, lime, sand, etc.....	5,870	.....
Coal .....	3,450	.....
Merchandise and other articles.....	7,338	.....
Total tons.....	96,907	.....



## EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS, EXPR'S, AND ALL OTH'R SOURCES.		TOTALS.	
	Whole Line.	Wis	Whole Line.	Wis	Whole Line.	Wis	Whole Line.	Wis
1876.								
October .....	\$8,152 18	...	\$35,447 35	...	\$1,595 28	...	\$45,194 76	...
November ....	9,430 71	...	22,551 64	...	2,747 16	...	34,729 51	...
December ....	7,464 75	...	15,638 17	...	3,914 18	...	27,017 10	...
1877.								
January .....	4,633 72	...	13,106 05	...	801 15	...	18,540 92	...
February .....	5,060 67	...	11,702 29	...	547 84	...	17,310 80	...
March .....	6,345 30	...	11,638 03	...	5,065 21	...	23,048 54	...
April .....	9,060 03	...	10,268 17	...	1,335 95	...	20,664 15	...
May .....	6,861 89	...	15,076 11	...	680 51	...	22,618 51	...
June .....	6,475 69	...	14,116 28	...	3,319 43	...	23,911 40	...
July .....	7,427 61	...	14,334 71	...	959 55	...	22,721 87	...
August .....	7,412 60	...	13,475 31	...	763 17	...	21,651 08	...
September ....	7,846 66	...	40,484 86	...	5,053 92	...	53,385 44	...
Totals ....	\$86,171 76	...	217,838 97	...	\$26,783 35	...	330,794 08	...

1. Earnings per mile of road ..... \$1,357 94
2. Earnings per mile of road on freight ..... 885 21
3. Earnings per mile on passengers ..... 353 75
4. Earnings per train-mile run, on freight ..... 1.463
5. Earnings per train-mile run, on passengers ..... 5.645
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? As..... 28 to 72
7. Average gross earnings per mile [243.6 miles] of road, exclusive of sidings ..... \$1,358 06
8. Average net earnings per mile [243.6 miles] of road, exclusive of sidings ..... \$185 75
9. Average net earnings per train-mile ..... 93.18



## EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

		Belonging to Whole Line.	Belong- ing to Wiscon- sin.
1. Maintenance of way —			
Repairs of track, including new and re-rolled iron rail in place of old iron rails.....		\$49,081 02	.....
Repairs of bridges .....		4,722 28	.....
Repairs of fences.....			.....
New steel rail, valued only as iron rail*.....			.....
Other expenses on way.....			.....
2. Maintenance of buildings.....		\$2,264 84	.....
3. Maintenance of rolling stock —			
Locomotives .....	\$14,121 47		.....
Passeng'r, baggage, mail and exp. cars } .....			.....
Freight cars } .....	30,470 11		.....
Shop tools and machinery.....	2,281 26	46,872 84	.....
4. Conducting transportation, and general expenses —			
Management and general office.....	14,984 55		.....
Foreign agency and advertising.....	1,313 02		.....
Agents and station service .....	26,533 92		.....
Conductors, baggage and brakemen.....	14,686 51		.....
Engineers, firemen and wipers.....	21,946 55		.....
Train and station supplies.....	2,120 00		.....
Fuel consumed.....	32,949 11		.....
Oil and waste.....	4,947 39		.....
Personal expenses.....			.....
Damage to persons.....	2 00		.....
Damage to property.....			.....
Loss and damage to freight & baggage } .....	1,579 86		.....
Legal expenses.....	8,217 90		.....
Other general operating expenses ..	14,452 28	138,733 09	.....
5. Current expenses —			
For taxes ..	2,178 89		.....
For insurance.....	1,012 53		.....
Renewals, iron, etc. ....	20,086 56		.....
		23,277 98	.....
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid L. C. T. & P.R.R., C & N.W. Ry.	32,771 82	32,771 82	.....
6. Total current operating expenses, being .90002 per cent. of earnings .....		297,723 87	.....
7. Average operating expenses per mile of road, exclusive of sidings.....		1,222 18	.....
8. Average operating expenses per train-mile.....		.8387	.....
9. Excess of earnings over operating and current expenses .....		33,070 71	.....
10. Cost of maintaining track and bridges per mile run .....		.1579	.....
11. Cost of repairs of engines per mile run.....		.0398	.....
12. Cost of engineers and firemen per mile run.....		.0615	.....
13. Cost of oil and waste per mile run.....		.0139	.....
14. Cost of fuel per mile run .....		.0928	.....

\* In substituting steel rail for iron rail, the cost of iron rail only, should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)



*Expenses, etc.* — continued.

## PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to Whole Line.	Belonging to Wisconsin.
15. New steel rails, excess of cost over iron rail, old track .....		
16. New rail on new track .....	\$5,219 80	
17. New equipment .....		
18. New bridges and culverts (not including replacements) .....	5,851 95	
19. Real estate bought during the year .....	544 40	
20. New tools and machinery .....		
21. New buildings .....	2,268 89	
22. Total paid for new investment on the length of the company's lines since date of last report in addition to above .....	22,194 53	
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year — specify particulars .....		
Total new investments .....	\$36,079 16	
24. For interest on bonds etc .....	\$176,236 19	
25. Dividends — rate — per cent. — on preferred stock .....		
26. Dividends — rate — per cent. — on common stock .....		
Total payments in addition to operating expenses .....		
28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state? .....		
29. How was amount of dividends paid the past year — cash, stock or other wise? Specify amounts and manner of payment.		







1. What regulations govern your employees in regard to crossings of other railroads, and are they found to be sufficient?  
State laws sufficient.
2. What regulations govern your employees in regard to crossings of public highways? And are these regulations found to be sufficient?  
State laws sufficient.
3. What platform and coupler between passenger cars do you use?  
Ordinary platform and plain wrought iron coupler.
4. What kind of brakes do you use on passenger trains?  
Common hand brake.

#### U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?  
\$50 per mile. Service six times a week.

#### EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?  
American Express Co, \$1.16 per 100 lbs. on freight averaged as carried over whole length of road. General express business at depots.

#### TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

#### SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?  
No.

#### ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?  
No.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?  
No.
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation, or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?



12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?  
No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?  
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?  
Nothing new.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at all such points, state at what points such connections are not made, and the reasons therefor.  
At all points the best possible (under all the circumstances) connections are made.
16. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?  
None.
17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number acres received by your company, directly or indirectly, since date of last report?  
None.
18. What number acres sold and conveyed since date of your last report?  
None.
19. Average price per acre realized?
20. To what corporations have you sold land? How much, and what price, since the date of your last report?
21. Number of acres now held by company?  
None.
22. Average price asked for lands now held by company?
23. Value of donations of right of way or other real estate received since the date of your last report?  
None.
24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars since date of last report.  
None.
25. Total cash amount realized from such aid since date of your last report?
26. Amount of land sold, but not conveyed, under contracts now in force?  
None.
27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?  
None.
28. Whole amount of cash received, principal and interest, on outstanding contracts, in force since date of last report?  
None.
29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?  
None.
30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?  
None.
31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?  
None.
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?  
Nothing.



33. What is the amount now due the Company on lands sold, or contracted to be sold?

Nothing.

34. Are there any terminal points or places, on your line, in or out of this State, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.

Green Bay, Wis.; Eastmoor, Wis.; La Crosse, Wis.; Winona, Minn.

35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points, since the enactment of chapter 57 of the laws of 1876?

Yes; see tariffs on file in office of R. R. commissioner.

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.

Schedules annexed.

37. \* Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

Yes; as per Tariffs on file in office of Railroad Commissioner.

38. What is your present tariff per mile for passengers, both through and local?

Four (4) cts., except where shorter lines reduce our rates, and except for passengers buying round trip tickets.

39. What proportion of the passengers carried by you, in this state, purchase round-trip tickets? And what proportion purchase 500-mile tickets? Round Trips .05 $\frac{2}{10}$  per cent. Five hundred and 1,000 mile tickets,  $\frac{1}{10}$  per cent.

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57 of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force, both at the time and since the passage of said chapter.

Yes; as per Tariffs on file in the office of the Railroad Commissioner.

41. Has your Company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced?

Employees not allowed to use intoxicating liquors.

\* The "distance tariff," with both rates noted thereon, will be a sufficient answer.



## ACCIDENTS.

Number of accidents.	STATEMENT OF EACH ACCIDENT.											
	Give name of person, date and place of accident.											
.....	Sept. 27, 1877, James Lepold was trying to jump on the train while it was in motion, and was thrown under the wheels and had one leg injured so badly that it had to be amputated .....											
	Total .....											



1. Of the above accidents, those numbered as follows were caused by broken rails.  
Total No. ....
2. Of the above accidents those numbered as follows were caused by inattention of employees:  
Total No. ....
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:  
Total No. ....
4. Of the above accidents those numbered as follows were caused by explosions:  
Total No. ....
5. Amount paid as damages caused by fire from locomotives....

**NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.**

	Number Killed.	Amount Paid.
1. Cattle and calves.....	52	\$388 00
2. Horses and colts.....	8	160 00
3. Mules .....		
4. Sheep. ....	4	3 00
5. Hogs.....	8	22 45
6. Total .....	72	\$573 45

7. Amount claimed yet unsettled, or in litigation. \$881.05

STATE OF WISCONSIN, }  
County of Brown. } ss.

David M. Kelly, Vice President, and W. R. Hancock, Treasurer, of the Green Bay and Minnesota Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1877, to the best of their knowledge and belief. Signed.

[SEAL.]

DAVID M. KELLY.  
W. R. HANCOCK.

Subscribed and sworn to before me, a notary public, this 3d day of December, A. D. 1877.

[SEAL.]

T. P. BINGHAM,  
Notary Public, Brown Co., Wis.



**REPORT**  
**OF THE**  
**MILWAUKEE, LAKE SHORE & WESTERN RAILWAY COMPANY**

For the year ending 30th September, 1877.

**OFFICERS AND OFFICES OF THE COMPANY OPERATING.**

NAMES.	OFFICES.	ADDRESS.	SAL'RIES
F. W. Rhinelanders.....	President.....	New York.....	.....
Wm. H. Guion.....	1st Vice President.....	New York.....	.....
Sam'l S. Sands.....	Secretary.....	New York.....	.....
Cottrill & Cary.....	Solicitors.....	Milwaukee.....	.....
Gordon Norris.....	Treasurer.....	New York.....	.....
.....	General Manager.....	.....	.....
H. G. H. Reed.....	General Superintendent..	Milwaukee.....	.....
H. G. H. Reed.....	Chief Engineer.....	Milwaukee.....	.....
H. F. Whitcomb.....	General Ticket Agent..	Milwaukee.....	.....
H. F. Whitcomb.....	General Freight Agent.	Milwaukee.....	.....
Jno. D. McLeod.....	Auditor.....	Milwaukee.....	.....
Total Salaries.....	.....	.....	.....

1. General offices at Milwaukee, Wis., 438 East Water street.

NAMES OF DIRECTORS.	RESIDENCE.
F. W. Rhinelanders.....	New York.
Adam Norris.....	New York.
Sam'l S. Sands.....	New York.
Charles Dana.....	New York.
Hy. B. Hammond.....	New York.
Wm. H. Guion.....	New York.
Morris K. Jessup.....	New York.
W. K. Hinman.....	New York.
Gordon Norris.....	New York.
Isaac H. Knox.....	St. Louis.
D. Parish.....	Philadelphia.
Joseph Vilas.....	Manitowoc.
Jas. H. Mead.....	Sheboygan.



2. Date of annual election of directors,  
Second Wednesday in June.
3. Name and address of person to whom correspondence, concerning this report, should be directed,  
Jno D. McLeod, Auditor.

### CAPITAL STOCK.

1. Capital stock authorized by charter. \$6,000,000.
2. How many kinds of stock?  
Two.
3. Amount of common stock ..... \$1,000,000 00
4. Amount of preferred stock ..... 5,000,000 00
5. Total capital stock ..... \$6,000,000 00
6. \*Proportion of stock for Wisconsin.....
7. Rate of preference?  
Preferred stock to have a dividend of 7 per cent. per annum from the net earnings, after payment of interest on first mortgage bonds, and before dividends are made upon the common stock, with the right to reserve a reasonable working capital before declaring or paying a dividend on the preferred stock.
8. How much common stock has been issued since Sept. 30, 1876?  
None issued.
9. For what purpose? and what was received therefor?  
None issued.
10. How much preferred stock has been issued, since September. 30, 1876?  
None issued.
11. For what purpose? and what was received therefor?  
None issued.

### FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin lines.
1. Describe severally all outstanding classes of bonds, including amount, dates of issue, interest, where and when payable. 533 first mortgage bonds of \$1,000 each, dated Dec. 20, 1875, maturing Dec. 1, 1905, bearing interest at 7 per cent. per annum in currency, payable semi-annually on June 1, and Dec. 1.....		\$533,000 00
2. Amount of debt not secured by mortgage. Including liabilities incurred on account of Appleton & New London extension, and 80 days current operating.....		\$152,215 70
3. Total funded and unfunded debt.....		<u>\$685,215 70</u>
4. Net cash realized from bonded debt, above described.....		\$461,524 73
5. Proportion of debt, bonded and floating, for Wisconsin.....		<u>\$685,215 70</u>

\* Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this state compared with the whole. If made on a different basis please state the reasons therefor.



## COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin lines.
1. What amount has been expended for right of way, during the year ending, Sept. 30, 1877? .....		\$5,626 74
2. What for real estate, and for what purpose purchased? Nothing.		
3. What has been expended in construction during the year ending, Sept. 30, 1877? For Appleton & New London extension, including right of way .....		161,550 22
4. What for improvement? .....		7,998 71
5. What for equipment? .....		87,738 93
6. What amounts, if any, have been paid for roads or portions of roads not built by company during the time mentioned? Nothing.		
7. Total expended during the year ending, Sept. 30, 1877 .....		\$212,914 59
8. Total cost of entire line, as per last report .....		6,462,324 95
9. Total cost of entire line, to date .....		6,675,289 54



**ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL  
PROPERTY IN THIS STATE.**

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading between Sept. 30, 1876, and Sept. 30, 1877.....		
2. How much for bridges.....		
3. How much for tunnels.....		
4. How much for iron bridges.....		
5. How much for wooden bridges.....		
6. How much for ties and tying.....		
7. How much for iron rail, No. miles, — lbs. wt. per yard .....		
8. How much for steel rail, No. miles, — lbs. wt. per yard .....		
9. How much for chains, spikes, fish-bar, etc.....		
10. How much for laying track .....		
11. How much for passenger and freight stations, fixtures and furniture, as per schedule, No. stations .....		
12. How much for engine and car shops, No. — .....		
13. How much for machine shops, No. — .....		
14. How much for machinery and fixtures.....		
15. How much for engine houses, No. — .....		
16. How much for car sheds, No. — .....		
17. How much for turn tables, No. — .....		
18. How much for track and other scales, No. — .....		
19. How much for wood sheds and water stations, No. — .....		
20. How much for fencing, — No. miles, — .....		
21. How much for elevators, No. — .....		
22. How much for locomotives and tenders, No. 12. Av. wt. tons, 30 .....		
23. How much for snow plows, as per schedule, No. 2. Av. wt. tons, — .....		
24. How much for wreckers, No. — Av. wt. tons, — .....		
25. How much for passenger cars, 1st class, No. 4. Av. wt. tons, — .....		
26. How much for passenger cars, 2d class, No. 1. Av. wt. tons, — .....		
How much for passenger and baggage combination, No. 3,.....		
27. How much for baggage cars, No. — Av. wt. tons, — .....		
28. How much for mail cars, No. 2. Av. wt. tons, — .....		
29. How much for express cars, No. — Av. wt. tons, — .....		
How much for cabooses, No. 4.....		
30. How much for freight cars, closed, No. 157. Av. wt. tons, — .....		
31. How much for platform cars, No. 55. Av. wt. tons, — .....		
32. How much for hand cars and push cars, No. 45. Av. wt. tons,.....		
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others .....		
34. How much for all other property not enumerated .....		
35. Total amount expended between Sept. 30, 1876, and Sept. 30, 1877 .....		

Cannot give this detail.



## CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.	MILES.		Weight of Rail per yard.
	Entire Length.	Length in Wis- consin.	
1. Length of main line of road from Milwaukee to New London.....	140.7	.....	.....
2. Length of double track on main line.....	.....	.....	.....
* BRANCHES — Name each.			
3. Length of branch..... From Manitowoc to Two Rivers. Length of double track on branch .....	6.0	146.7	50 to 56 lbs.
4. Length of branch .....	.....	.....	.....
From — to — length of double track on branch .....	.....	.....	.....
5. Length of branch.....	.....	.....	.....
From — to — length of double track on branch .....	.....	.....	.....
6. Length of branch .....	.....	.....	.....
From — to — length of double track on branch .....	.....	.....	.....
7. Total length of main line and branches ..	.....	146.7	.....

8. Aggregate length of tracks operated by this company, computed as single track.

151 $\frac{2}{3}$  miles.

9. Aggregate length of sidings and other track not above numerated.

5 $\frac{1}{2}$  miles.

10. Number of junction stations.

Six. Milwaukee, Lake Shore Junction, Sheboygan, Forest Junction, Appleton and New London.

11. What is the gauge of your lines?

4 feet 8 $\frac{1}{2}$  inches.

\* This includes leased lines — designate them as such — the earnings, expenses, etc., of which are given in this report.



## DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	No. of persons employed.	Average salary per annum.
1. Division and assistant superintendents.....	1	\$1,500 00
Clerks in all offices.....	21	499 92
Master and assistant mechanics.....	16	619 82
Conductors .....	8	810 00
Engineers .....	9	1,011 87
Firemen.....	9	540 00
Brakemen .....	15	540 00
Flagmen, switch-tenders, gate-keepers and watchmen.....	18	528 00
Station agents.....	21	552 00
Section men and laborers.....	89	412 92
Other employees, mail carries, wood train men, etc.....	32	330 60



*Doings of the Year in Transportation—continued.*

MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains .....		87,185
3. Number of miles run by freight and mixed trains .....		140,096
4. Number of miles run by construction and other trains.....		71,499
5. Total mileage .....		298,780
6. Total number of passengers carried .....		66,265½
7. Total number tons freight carried one mile ...		6,036,483.888
8. Total number passengers carried one mile. ...		2,110,044
9. Average distance traveled by each passenger.		31½ miles.
	Miles per hour.	
10. The highest rate of speed allowed for express passenger trains carrying mail.....	35	
11. Schedule rates of same, including stops .....	20	
12. The highest rate of speed allowed for accommodation trains.....	18	
13. Schedule of same, including stops ...	12	
14. The highest rate of speed allowed for freight trains.....	15	
15. Schedule rate of same, including stops .....	12	
16. Amount of freight carried per car.....		
17. TOTAL FREIGHT IN TONS.	Tons.	Pounds.
Grain .....	20,032	1,390
Flour .....	5,076	80
Provisions.....	5,985	1,366
Salt, cement, water lime and stucco.....	949	1,220
Manufactures, including agricultural implements, furniture and wagons.....	11,174	977
Live stock.....	437	370
Lumber and forest products.....	24,820	1,555
Iron, lead, and mineral products.....	8,030	990
Stone, brick, lime, sand, etc.....	5,612	368
Coal.....	887	1,050
Merchandise and other articles.....	14,893	1,966
Total tons.....	97,900	1,332



## EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS, EXPRESS, AND ALL OTHER SOURCES.		TOTALS.	
	Whole line.	Wisconsin	Whole line.	Wisconsin	Whole line.	Wisconsin	Whole line.	Wisconsin
1876								
October .....		\$5,637 52		\$13,748 25		\$999 26		\$20,385 03
November .....		4,876 19		9,736 18		994 58		15,606 95
December .....		5,506 04		12,257 95		1,046 37		18,810 36
1877								
January .....		5,186 83		10,955 15		980 66		17,122 64
February .....		5,434 55		9,014 60		999 54		15,448 69
March .....		6,034 10		10,973 44		802 14		17,809 68
April .....		6,873 92		10,658 67		801 60		18,334 19
May .....		5,978 16		11,018 11		811 87		17,808 14
June .....		6,457 49		9,802 94		838 09		17,098 52
July .....		6,923 56		8,084 78		810 65		15,768 99
August .....		6,519 85		8,275 98		835 58		15,631 41
September .....		6,399 93		16,802 56		903 75		24,106 24
Totals .....		\$71,828 14		\$181,278 61		\$10,824 09		\$213,930 84

1. Earnings per mile of road..... \$1,458 29
2. Earnings per mile of road on freight..... 894 87
3. Earnings per mile on passengers..... 489 63
4. Earnings per train-mile run, on freight..... 43  $\frac{34}{100}$  c.
5. Earnings per train-mile run, on passengers..... 24  $\frac{17}{100}$  c.
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight?..... as 35 to 65
7. Average gross earnings per mile [146.7 miles] of road, exclusive of sidings..... \$1,458 29
8. Average net earnings per mile [146.7 miles] of road, exclusive of sidings..... 843 68
9. Average net earnings per train-mile..... 16  $\frac{10}{100}$  c.



## EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1877.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to whole line	Belonging to Wis.
1. Maintenance of way:		
Repairs of track, including new and rerolled iron rail in place of old iron rail.....		\$38,950 46
Repairs of bridges.....		269 54
Repairs of fences.....		
New steel rail, valued only as iron rail*.....		
Other expenses on way.....		
2. Maintenance of buildings.....		872 64
3. Maintenance of rolling stock.....		
Locomotives..... \$3,973 78		
Passenger, baggage, mail and express cars..... 2,718 97		
Freight cars..... 2,783 42		
Shop tools and machinery..... 921 09		
		10,897 26
4. Conducting transportation, and general expenses:		
Management and general office. \$21,961 36		
For printing, advertising and stationery..... 5,162 03		
Agents and station service..... 26,718 74		
Conductors, baggage and brakemen..... 12,909 82		
Engineers, firemen and wipers. 16,885 54		
Train and station supplies..... 1,096 18		
Fuel consumed..... 16,626 25		
Oil and waste..... 1,948 83		
Personal expenses (included in management).....		
Damage to persons..... 82 00		
Damage to property..... 657 55		
Loss and damage to fr't and bag..... 94 78		
Legal expenses..... 3,606 85		
Other general operating expenses..... 4,498 25		
		112,248 13
5. Current expenses:		
For taxes..... 754 24		
For insurance..... 520 00		
		1,274 24
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid..... None.		\$168,512 27
6. Total current operating expenses, being 76.43 per cent. of earnings.....		
7. Average operating expenses per mile of road, exclusive of sidings.....		\$1,114 63
8. Average operating expenses per train mile....		54.73 c.
9. Excess of earnings over operating and current expenses.....		\$50,418 57
10. Cost of maintaining track and bridges per mile run.....		18.13 c.
11. Cost of repairs of engines per mile run.....		1.38 c.
12. Cost of engineers and firemen per mile run....		5.88 c.
13. Cost of oil and waste per mile run.....		1.00 c.
14. Cost of fuel per mile run.....		5.88 c.

\*In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)



*Expenses, etc. — continued.*

## PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to whole line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track .....		
16. New rail on new track .....		
17. New equipment .....		\$87,738 92
18. New bridges and culverts (not including replacements) .....		
19. Real estate bought during the year. Right of way between Milwaukee and Appleton. ....		5,626 74
20. New tools and machinery .....		1,740 87
21. New buildings .....		701 73
Other purposes .....		6,556 81
22. Total paid for new investment on the length of the company's line since date of last report. ....		\$52,364 37
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year — specify particularly. We have invested in our extension from Appleton to a point one and one-half miles above New London (22½ miles, main track), from proceeds of sale of our first mortgage bonds, and loans on bonds, the sum of. ....		\$161,550 22
Total new investment. ....		\$218,914 59
24. For interest on bonds .....		\$32,145 00
25. Dividends—rate — per cent. — on preferred stock. None .....		
26. Dividends—rate — per cent. on common stock. None .....		
27. Total payments in addition to operating expenses .....		\$247,059 59
28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state? None .....		
29. How was amount of dividends paid the past year — cash, stock or other- wise? Specify amounts and manner of payment. None paid.		



## GENERAL BALANCE SHEET, 1st OF OCTOBER, 1877.

ASSETS.	AMOUNT.	LIABILITIES.	AMOUNT.
Cost of road and equipment.....	\$6,675,239 54	Capital stock preferred.....	\$5,000,000 00
Capital stock — preferred — "in trust".....	55,749 84	Capital stock, common.....	1,000,000 00
Shop material and fuel on hand.....	4,325 42	Funded debt, 1st mortgage bonds.....	533,000 00
Station agents and conductors.....	3,037 37	Unfunded debt.....	167,147 83
U. S. Gov't, Am. Ex. Co., and various persons..	3,497 23	Income ....	80,099 10
John D. McLeod, cashier.....	8,397 53	Total.....	\$6,750,246 93
Total.....	\$6,750,246 93		



1. What regulations govern your employees in regard to crossings of other railroads, and are they found to be sufficient?  
All trains must come to full stop and within four hundred feet of the same. The train arriving and stopping first crosses ahead, at a speed not exceeding six miles an hour. Regulations sufficient.
2. What regulations govern your employees in regard to crossings of public highways? And are these regulations found to be sufficient?  
The engineer must sound the whistle (not more than two seconds) 80 rods before crossing a highway, and the bell must be rung eighty rods before crossing a highway, and until it is passed. Regulations sufficient.
3. What platform and coupler between passenger cars do you use?  
The Miller Platform and Coupler on express trains.  
The ordinary platform and coupler on all other trains.
4. What kind of brakes do you use on passenger trains?  
The ordinary brakes.

#### U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?  
\$8,377.44 per annum, for distributing daily, Sundays excepted, one distributing mail each way between Milwaukee and Two Rivers, and the same daily between Manitowoc and New London, and one bag mail daily each way between Milwaukee and Two Rivers.

#### EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?  
The American Express Co., who pay us a specific rate per 100 pounds, delivering their freights at our depot.

#### TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?  
No special Co., nor discrimination as to speed, etc.

#### SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?  
None in use.

#### ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?  
None, except that we have pursuant to law completed our extension from the city of Appleton to a point 1 1/2 miles beyond the village of New London. 23 1/2 miles in all.



10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?

None.

11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?

We have not.

12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?

We do not.

13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

No.

14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

We pay the Chicago and Northwestern R'y Co. for the use of their track from Lake Shore Junction to Milwaukee, and for terminal facilities at Milwaukee, seventy-five per cent. of the gross earnings thereon.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at all such points, state at what points such connections are not made, and the reasons therefor?

Close connections have always been made with other roads crossing and connecting with ours, so as to best accommodate the traveling public. Have had no complaints.

(NOTE.—For particulars, please see enclosed time card in force.)

16. Have any swamp or other State lands been granted your Company since the date of your last report? If so, how many acres?

No.

17. Have any United States lands been granted to your Company, directly or indirectly, since the date of your last report? What number acres received by your Company, directly or indirectly, since date of last report?

None.

18. What number acres sold and conveyed since date of your last report?

19. Average price, per acre, realized?

None.

20. To what corporations have you sold land? How much, and what price, since the date of your last report?

None.

21. Number of acres now held by Company?

None.

22. Average price asked for lands now held by Company?

23. Value of donations of right of way or other real estate received since the date of your last report?

None.

24. Amount of city, county and town aid granted to Company in exchange for stock, or otherwise? Specify particulars since date of last report?

None.

25. Total cash amount realized from such aid since date of your last report?

26. Amount of land sold, but not conveyed, under contracts now in force?

None.

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?

None.



28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?  
None.
29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?  
None.
30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?  
None.
31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?  
None.
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to present time?  
None.
33. What is the amount now due the Company on lands sold, or contracted to be sold?  
None.
34. Are there any terminal points or places, on your lines in, or out, of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.  
Milwaukee.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57 of laws of 1876?  
No material advance.
36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?  
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt, and coal.  
No material reduction.
37. \*Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.  
No change of importance.
38. What is your present tariff per mile for passengers, both through and local?  
Four cents. Five hundred mile tickets, three cents per mile.
39. What proportion of the passengers carried by you, in this State, purchase round trip-tickets? And what proportion purchase 500-mile tickets?  
No round trip tickets sold but to excursion parties. Four per cent of passenger mileage is on 500 mile tickets.
40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.  
No change of importance.
41. Has your Company any rule governing your conductors, engineers, and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*  
The use of intoxicating drinks on or about the premises of the company is strictly prohibited, and any employee appearing on duty in a state of intoxication is forthwith dismissed—those who totally abstain will receive the preference in promotion and employment. These rules are strictly enforced.

\* The "distance tariff," with both rates noted thereon, will be a sufficient answer.



# ACCIDENTS.

No. of Accidents.	STATEMENT OF EACH ACCIDENT.  Give name of person, date and place of accident.	PASSENGERS.						EMPLOYEES.						OTHERS.			Damages Claimed.	Damages Paid.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
		From causes beyond their control.			By their own misconduct or want of caution.			From causes beyond their control.			By their own misconduct or want of caution.			From causes beyond their control.					By their own misconduct or want of caution.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
		Killed.	Injured.		Killed.	Injured.		Killed.	Injured.		Killed.	Injured.		Killed.	Injured.				Killed.	Injured.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
2	J. Strobar, hand crushed while coupling cars, December, 1876.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....



1. Of the above accidents, those numbered as follows were caused by broken rails.  
Total No., none.
2. Of the above accidents, those numbered as follows were caused by inattention of employees:  
Total No., 2.
3. Of the above accidents, those numbered as follows were caused by collisions not properly coming under 2.  
Total No., none.
4. Of the above accidents, those numbered as follows were caused by explosions:  
Total No., none.
5. Amount paid as damages caused by fire from locomotives:

**NUMBER AND KIND OF FARM ANIMALS KILLED, AND AMOUNT DAMAGES PAID THEREFOR.**

	Number killed.	Amount paid.
1. Cattle .....	28	\$456 55
2. Horses .....	1	25 00
3. Mules, j. ....		
4. Sheep .....	10	80 00
5. Hogs .....	5	84 00
Total .....	44	\$545 55

7. Amount claimed yet unsettled, or in litigation.  
All claims adjusted and paid.

STATE OF WISCONSIN — *County of Milwaukee* — ss:

Frederic W. Rhinelander, President, and H. G. H. Reed, General Superintendent of the Milwaukee, Lake Shore and Western Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1877, to the best of their knowledge and belief.

Signed,

[SEAL.]

F. W. RHINELANDER, Prest.  
H. G. H. REED, Gen'l Supt.

Subscribed and sworn to before me, at Chicago, this 26th day of November, A. D. 1877.

[SEAL]

ALFRED L. CARY,  
*Notary Public, Milwaukee Co, Wis.*



**REPORT**  
**OF THE**  
**MINERAL POINT RAILROAD,**

For the year ending 30th September, 1877.

**OFFICERS AND OFFICES OF THE COMPANY OPERATING.**

NAMES.	OFFICES.	ADDRESS.	SALAR'S.
Luther Beecher.....	President.....	Detroit, Mich.....	
.....	1st Vice-President .....		
Calvert Spensley.....	Secretary.....	Min. Pt., Wis.....	
.....	Solicitor .....		
Luther Beecher.....	Treasurer.....	Detroit, Mich.....	
Geo. W. Cobb.....	General Manager .....	Min'l Pt., Wis .....	
.....	General Superintendent.....		
.....	Chief Engineer .....		
.....	General Ticket Agent.....		
Albert W. Cobb.....	General Freight Agent.....		
.....	Auditor .....		
Total salaries.....			

1. General offices at —.

NAMES OF DIRECTORS.	RESIDENCE.
Luther Beecher.....	Detroit, Mich.
Geo. W. Cobb.....	Mineral Point, Wis.
M. M. Cothren.....	Mineral Point, Wis.
Calvert Spensley.....	Mineral Point, Wis.
Geo. Beecher .....	Detroit, Mich.

**EXECUTIVE COMMITTEE.**



2. Date of annual election of directors.  
First Monday in July.
3. Name and address of person to whom correspondence, concerning this report, should be directed.  
Geo. W. Cobb, Gen'l Manager, Mineral Point, Wis.

## CAPITAL STOCK.

1. Capital stock authorized by charter.
2. How many kinds of stock?  
All common.
3. Amount of common stock . . . . . \$1,200,000 00
4. Amount of preferred stock . . . . .
5. Total capital stock . . . . . \$1,200,000 00
6. \*Proportion of stock for Wisconsin . . . . . \$1,128,427 00
7. Rate of preference.
8. How much *common* stock has been issued during the year ending September 30, 1877?  
None.
9. For what purpose? and what was received therefor?
10. How much *preferred* stock has been issued during the year ending September 30, 1877?  
None.
11. For what purpose? and what was received therefor?

## FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin Lines.
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and payable . . . . .		
First mortgage bonds, issued in 1868, 10 per cent. interest, payable at Second National Bank, Detroit, Mich., in 1890 . . . . .	\$320,000 00	.....
2. Amount of debt not secured by mortgage . . . . .	118,794 65	.....
3. Total funded and unfunded debt . . . . .	\$438,794 65	.....
4. Net cash realized from bonded debt, above described . . . . .	\$320,000 00	.....
5. Proportion of debt, bonded and floating for Wisconsin . . . . .	\$416,782 73	.....

\* Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this state compared with the whole. If made on a different basis please state the reason therefor.



## COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin Lines.
1. What amount has been expended for right of way during the year ending Sept. 30, 1877...	None.	.....
2. What for real estate, and for what purpose purchased? .....	None.	.....
3. What has been expended in construction during the year ending Sept. 30, 1877.....	None.	.....
4. What for improvement? Nothing but what is shown on page 8.....	.....	.....
5. What for other items of expense, for construction and equipment.....	None.	.....
6. What amounts, if any, have been paid for roads or portions of roads not built by company during the time mentioned.....	None.	.....
7. Total expended between Sept. 30, 1876, and Sept. 30, 1877.....	.....	.....
8. Total cost of entire line, as per last report....	\$1,131,175 00	.....
9. Total cost of entire line to date.. ..	.....	.....



**ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL  
PROPERTY IN THIS STATE.**

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading between Sept. 30, 1876, and Sept. 30, 1877...		
2. How much for bridges.....		
3. How much for tunnels.....		
4. How much for iron bridges.....		
5. How much for wooden bridges.....		
6. How much for ties and tying.....		
7. How much for iron rail, — No. miles, — lbs. wt per yard.....		
8. How much for steel rail, — No. miles, — lbs. wt. per yard.....		
9. How much for chains, spikes, fish-bar, etc....		
10. How much for laying track.....		
11. How much for passenger and freight stations, fixtures and furniture, as per schedule, No. stations.....		
12. How much for engine and car shops, No. —	Nothing under this head but what is included on page 8.	
13. How much for machine shops, No. —.....		
14. How much for machinery and fixtures.....		
15. How much for engine houses, No. —.....		
16. How much for car sheds, No. —.....		
17. How much for turn tables, No. —.....		
18. How much for track and other scales, No. —		
19. How much for wood sheds and water stations, No. —.....		
20. How much for fencing, No. miles —.....		
21. How much for elevators, No. —.....		
22. How much for locomotives and tenders, No. —, av. wt. tons.....		
23. How much for snow plows, as per schedule, No. —, av. wt. tons, —.....		
24. How much for wreckers, No. —, av. wt. tons, —.....		
25. How much for passenger cars, 1st class, No. —, av. wt. tons, —.....		
26. How much for passenger cars, 2d class, No. —. Av. wt. tons, —.....		
27. How much for baggage cars, No. —, av. wt. tons, —.....		
28. How much for mail cars, No. —. Av. wt. tons, —.....		
29. How much for express cars, No. —, av. wt. tons, —.....		
30. How much for freight cars closed, No. —. Av. wt. tons, —.....		
31. How much for platform cars, No. —. Av. wt. tons, —.....		
32. How much for hand cars, No. —. Av. wt. tons, —.....		
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others.....		
34. How much for all other property not enumerated.....		
35. Total amount expended between Sept. 30, 1876, and Sept. 30, 1877.....		



## CHARACTERISTICS OF THE ROAD.

LENGTH OF ROAD.	MILES.		Weight of Rail per yard.
	Entire Length.	Length in Wis. consin.	
1. Length of main line of road from Mineral Point, Wis. to Warren, Ill .....	33	31	56
2. Length of double track on main line.....			
* BRANCHES — Name each.			
3. Length of branch.....			
From Calamine to Platteville. Length of double track on branch .....	18	16	56
4. Length of branch.....			
From — to —. Length of double track on branch .....			
5. Length of branch.....			
From — to —. Length of double track on branch .....			
6. Length of branch.....			
From — to —. Length of double track on branch .....			
7. Total length of main line and branches.....	51	49	56
8. Aggregate length of tracks operated by this company <i>computed as single track</i> , 51 miles.			
9. Aggregate length of sidings and other track not above enumerated, 5 miles.			
10. Number of junction stations, 2.			
11. What is the gauge of your line? 4 feet, 8½ inches.			

## DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	No. of Per'ns em- ployed.	Av. Salary per An- num.
1. Division and assistant superintendents .....	1	.....
Clerks in all offices.....	3	.....
Master and assistant mechanics.....	2	.....
Conductors .....	2	.....
Engineers .....	4	.....
Brakemen .....	4	.....
Flagmen, switch-tenders, gate-keepers and watch- men.....	5	.....
Station agents .....	7	.....
Section men .....	40	.....
Laborers.....	.....	.....
Other employes .....	23	.....

\* This includes leased lines — designate them as such — the earnings, expenses, etc., of which are given in this report.



*Doings of the Year in Transportation—continued.*

MILEAGE AND TONNAGE.	MILES.	
	Whole Line.	In Wisc'nsin
2. No. of miles run by passenger trains..... No passenger trains		
3. No. of miles run by freight and mixed trains	70,112	
4. No. of miles run by constr'n and other trains	2,500	
5. Total mileage .....	72,612	
6. Total No. of passengers carried .....	30,338	
7. Total No. tons freight carried one mile .....		
8. Total No. passengers carried one mile.....	606,760	
9. Average distance traveled by each passenger	20	Miles.
Miles per hour.		
10. The highest rate of speed allowed for express passenger trains (none of these trains)...		
11. Schedule rate of same, including stops ....	16	
12. The highest rate of speed allowed for mail and accomodation trains .....	16	
13. Schedule of same, including stops.....	16	
14. The highest rate of speed allowed for freight trains .....	16	
15. Schedule rate of same, including stops.....	16	
16. Amount of freight carried per car .....	20,000	pounds.
17. TOTAL FREIGHT IN TONS.		
Grain .....	21,102	
Flour .....	194	
Provisions.....	698	
Salt, cement, water lime and stucco.....	1,150	
Manufactures, including agricultural im- plements, furniture and wagons.....	566	
Live stock.....	9,960	
Lumber and forest products.....	6,150	
Iron, lead and mineral products.....	11,656	
Stone, brick, lime, sand, etc....	373	
Coal.....	2,874	
Merchandize and other articles .....	8,673	
Total tons .....	63,896	60,907



## EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS, EXPR'S, AND ALL OTH'R SOURCES.		TOTALS.	
	Whole Line.	Wis	Whole Line.	Wis	Whole Line.	Wis	Whole Line.	Wis
1876.								
October .....	\$2,139 85	...	\$11,245 24	....	\$301 66	....	\$13,686 75	....
November ...	1,664 90	....	9,687 68	....	365 36	....	11,717 94	....
December ....	1,685 15	....	8,637 35	....	420 56	....	10,743 06	....
1877.								
January .....	1,538 91		5,847 58		697 99		8,084 48	
February .....	1,558 94		7,256 79		301 66		9,117 39	
March .....	1,714 65		7,435 81		475 02		9,624 98	
April .....	1,845 39		5,193 79		608 97		7,648 15	
May .....	1,660 74		7,474 44		542 97		9,678 15	
June ...	1,851 00		6,872 29		367 31		9,090 60	
July .....	1,906 64		5,835 30		497 17		8,239 11	
August .....	1,754 09		7,002 02		378 93		9,135 04	
September ....	2,899 72		11,527 66		345 45		14,772 88	
Totals...	22,219 98	Total, \$21,348 68	94,015 45	Total, \$90,328 56	5,303 05	Total, \$5,094 02	121,538 48	Total, \$116,771 90

1. Earnings per mile of road..... \$2,388 10
2. Earnings per mile of road on freight..... 1,843 44
3. Earnings per mile on passengers..... 435 68
4. Earnings per train-mile run, on freight..... 1 29
5. Earnings per train-mile run, on passengers..... .037
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight?..... as 2 to 8
7. Average gross earnings per mile [51 miles] of road, exclusive of sidings..... \$2,383 10
8. Average net earnings per mile of road, exclusive of sidings....
9. Average net earnings per train-mile.....



## EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1877.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to whole line	Belonging to Wis.
1. Maintenance of way:		
Repairs of track, including new and rerolled iron rail in place of old iron rail.....	\$23,432 19	.....
Repairs of bridges.....	866 56	.....
Repairs of fences.....	2,278 09	.....
New steel rail, valued only as iron rail*.....		.....
Other expenses on way.....		.....
2. Maintenance of buildings.....	471 21	.....
3. Maintenance of rolling stock.....		.....
Locomotives.....		.....
Passenger, baggage, mail and express cars }.....	10,539 09	.....
Freight cars.....		.....
Shop tools and machinery.....		.....
4. Conducting transportation, and general expenses:		.....
Management and general office.....	13,137 70	.....
Foreign agency and advertising.....		.....
Agents and station service.....	9,048 35	.....
Conductors, baggage and brakemen.....	3,529 00	.....
Engineers, firemen and wipers.....	7,182 38	.....
Train and station supplies.....		.....
Fuel consumed.....	10,436 56	.....
Oil and waste.....	675 32	.....
Personal expenses.....		.....
Damage to persons.....		.....
Damage to property.....	232 50	.....
Loss and damage to fr't and bag.....	63 98	.....
Miscellaneous.....	1,935 57	.....
Other general operating expenses as per items below.....		.....
5. Current expenses:		.....
For taxes.....	73 70	.....
For insurance.....		.....
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid.....		.....
6. Total current operating expenses, being — per cent. of earnings.....	83,902 20	.....
7. Average operating expenses per mile of road, exclusive of sidings.....	1,645 14	.....
8. Average operating expenses per train mile....	161 15	.....
9. Excess of earnings over operating and current expenses.....	5,636 26	.....
10. Cost of maintaining track and bridges per mile run.....	.0334	.....
11. Cost of repairs of engines and cars per mile run.....	.0132	.....
12. Cost of engineers and firemen per mile run....	.009	.....
13. Cost of oil and waste per mile run....	.008	.....
14. Cost of fuel per mile run.....	.0143	.....

\*In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account and the excess carried to extraordinary expenses. (See next page.)



*Expenses, etc.* — continued.

## PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to Whole Line.	Belonging to Wisconsin.
15. New steel rails, excess of cost over iron rail, old track .....		
16. New rail on new track.....		
17. New equipment.....		
18. New bridges and culverts (not including re- placements) .....		
19. Real estate bought during the year .....		
20. New tools and machinery.....		
21. New buildings.....		
22. Total paid for new investment on the length of the company's lines since date of last report..		
23. Amounts paid in cash, stock, bonds, or other- wise, for extensions, new lines and branches, during the past year — specify particulars...		
Total new investments.....		
24. For interest on bonds etc.....	\$32,000 00	
25. Dividends — rate — per cent.—on preferred stock .....		
26. Dividends — rate — per cent.—on common stock .....		
• Total payments in addition to operating ex- penses .....	\$32,000 00	
28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state? .....		

29. How was amount of dividends paid the past year — cash, stock or other  
wise? Specify amounts and manner of payment. No dividend.







1. What regulations govern your employees in regard to crossings of other railroads, and are they found to be sufficient?  
Cross no railroads.
2. What regulations govern your employees in regard to crossings of public highways? And are these regulations found to be sufficient?  
Engineers must sound the signal to take off brakes immediately before starting a train, and must sound the whistle at the distance of half a mile when approaching a strtion, and also eighty rods before crossing a highway. They must have the bell rung before starting a train, while moving a train about stations, and also eighty rods before crossing a highway, and until it shall have been passed. (Found sufficient.)
3. What platform and coupler between passenger cars do you use?  
Ordinary platform and coupler used.
4. What kind of brakes do you use on passenger trains?  
No passenger trains. Use ordinary brakes.

#### U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?  
\$45 per mile for daily services, except Sunday, each way, for main line; \$50 per mile for daily services, except Sunday, each way, for Platteville branch.

#### EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?  
We carry freight, etc., for American Express Company in our own cars, for a stipulated monthly compensation. Freight, etc., received on cars, and in charge of express company's employees.

#### TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?  
None.

#### SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?  
None.

#### ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?  
None.



10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?  
None.
11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?  
None.
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?  
None.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?  
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?  
None.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor?  
This road connects with the Illinois Central Railroad at Warren, Ill., and trains on this road make close connections with trains on the Ill. Cent. R. R.
16. Have any swamp or other State lands been granted your Company since the date of your last report? If so, how many acres?  
No.
17. Have any United States lands been granted to your Company, directly or indirectly, since the date of your last report? What number acres received by your Company, directly or indirectly, since date of last report?  
No.
18. What number acres sold and conveyed since date of your last report?
19. Average price, per acre, realized?
20. To what corporations have you sold land? How much, and what price, since the date of your last report?  
None.
21. Number of acres now held by Company?  
None.
22. Average price asked for lands now held by Company?  
None.
23. Value of donations of right of way or other real estate received since the date of your last report?  
None.
24. Amount of city, county and town aid granted to Company in exchange for stock, or otherwise? Specify particulars since date of last report?  
None.
25. Total cash amount realized from such aid since date of your last report?  
Nothing.
26. Amount of land sold, but not conveyed, under contracts now in force?  
None.
27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?  
None.
28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?  
None.



29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?  
None.
30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?  
None.
31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?  
None.
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to present time?  
None.
33. What is the amount now due the Company on lands sold, or contracted to be sold?  
None.
34. Are there any terminal points or places, on your lines in, or out, of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.  
Most of the freight on this road is conveyed to Warren, Ill., where this railroad connects with the Illinois Central Railroad.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57 of laws of 1876?  
No.
36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?  
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt, and coal.
37. \*Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
38. What is your present tariff per mile for passengers, both through and local?  
Four (4) cents per mile.
39. What proportion of the passengers carried by you, in this State, purchase round trip-tickets? And what proportion purchase 500-mile tickets?  
We don't use either.
40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.  
No advance has been made.
41. Has your Company any rule governing your conductors, engineers, and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*  
To secure the safety of passengers and property, and promptness and discipline in the despatch of the business of the road, the use of intoxicating liquors is strictly forbidden to the officers and men in the service of this company. When upon duty, any person who shall become intoxicated will be immediately dismissed.  
Any person not willing to promptly and cheerfully conform to such orders as may be found necessary for the proper despatch of business, is particularly requested to leave the service of the company.  
*It is enforced.*

\* The "distance tariff," with both rates noted thereon, will be a sufficient answer.



## ACCIDENTS.

[illegible]



1. Of the above accidents, those numbered as follows were caused by broken rails.  
Total No.....
2. Of the above accidents those numbered as follows were caused by inattention of employees:  
Total No.....
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:  
Total No.....
4. Of the above accidents those numbered as follows were caused by explosions:  
Total No.....
5. Amount paid as damages caused by fire from locomotives....

**NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.**

	Number Killed.	Amount Paid.
1. Cattle .....		
2. Horses .....		
3. Mules .....		
4. Sheep. ....		
5. Hogs.....		
6. Total .....		

7. Amount claimed yet unsettled, or in litigation. ....

**REMARKS.**

The amount of taxes given on page 8, viz., \$73.70, is the amount of taxes paid in the state of Illinois. The taxes due to the state of Wisconsin for the year 1876 were not paid, because there was an overpayment of taxes made by the company to the state treasurer on the taxes for 1875; and by consent of the state authorities, the whole matter was left open to be adjusted by the next legislature.

STATE OF WISCONSIN, } ss.  
County of Iowa. }

George W. Cobb, Managing Director, and Calvert Spensley, Secretary, of the Mineral Point Railroad, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1877, to the best of their knowledge and belief.

[SEAL.]

Signed.

GEO. W. COBB,  
CALVERT SPENSLEY.

Subscribed and sworn to before me, at Mineral Point, Wis., this 27th day of October, A. D. 1877.

[SEAL.]

CYRUS LANYON,  
Notary Public, Iowa Co., Wis.



**REPORT**  
**OF THE**  
**CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,**  
**LESSEES OF THE**  
**MADISON AND PORTAGE RAILROAD COMPANY,**  
**For the year ending 30th September, 1877.**

**OFFICERS AND OFFICES OF THE COMPANY OPERATING.**

NAMES.	OFFICE.	ADDRESS.	Salaries.
James Campbell .....	President .....	Madison, Wis. ....	
R. P. Lane .....	1st Vice-President .....	Rockford, Ill. ....	
A. S. Sanborn .....	Secretary .....	Madison, Wis. ....	
B. J. Steevns .....	Solicitor .....	Madison, Wis. ....	
J. B. Bowen .....	Treasurer .....	Madison, Wis. ....	
.....	General Manager .....	.....	
.....	Gen. Superintendent .....	.....	
.....	Chief Engineer .....	.....	
.....	Gen. Ticket Agent .....	.....	
.....	Gen. Freight Agent .....	.....	
.....	Auditor .....	.....	
Total salaries .....	.....	.....	

1. General offices at .....

NAMES OF DIRECTORS.	RESIDENCE.
James Campbell .....	Madison.
David Atwood .....	Madison.
R. B. Sanderson .....	Madison.
Winslow Bullin .....	Arlington.
O. D. Peck .....	Oshkosh.
H. F. Moore .....	Brodhead.
R. P. Lane .....	Rockford, Ill.
Ralph Emerson .....	Rockford, Ill.
Geo. Young .....	Hale, Ill.

**EXECUTIVE COMMITTEE.**

.....



2. Date of annual election of directors. Second Wednesday in January.
3. Name and address of person to whom correspondence, concerning this report, should be directed,

### CAPITAL STOCK.

1. Capital stock authorized by charter.
2. How many kinds of stock?
3. Amount of common stock.
4. Amount of preferred stock.
5. Total capital stock.
6. \*Proportion of stock for Wisconsin.
7. Rate of preference?
8. How much common stock has been issued since Sept. 30, 1876?
9. For what purpose? and what was received therefor?
10. How much preferred stock has been issued, since September, 30, 1876?
11. For what purpose? and what was received therefor?

### FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin Lines.
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable.	.....	.....
2. Amount of debt not secured by mortgage?.....	.....	.....
3. Total funded and unfunded debt. ....	.....	.....
4. Net cash realized from bonded debt, above described .....	.....	.....
5. Proportion of debt, bonded and floating, for Wisconsin .....	.....	.....

\* Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this state compared with the whole. If made on a different basis please state the reasons therefor.



## COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin Lines.
1. What amount has been expended for right of way, between Sept. 30, 1876, and Sept. 30, 1877? .....		
2. What for real estate, and for what purpose purchased? .....		
3. What has been expended in construction between Sept. 30, 1876, and Sept. 30, 1877? ....		
4. What for improvement? .....		
5. What for other items of expense, for construction and equipment? \$31,990 98 .....		
6. What amounts, if any, have been paid for roads or portions of roads, not built by company during the time mentioned? .....		
7. Total expended between Sept. 30, 1876, and Sept. 30, 1877. ....		
8. Total cost of entire line, as per last report. ....		
9. Total cost of entire line to date. ....		



**ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL  
PROPERTY IN THIS STATE.**

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading between Sept. 30, 1876, and Sept. 30, 1877 .....		
2. How much for bridges.....do.....		
3. How much for tunnels.....do.....		
4. How much for iron bridges.....do.....		
5. How much for wooden bridges.....do.....		
6. How much for ties and tying.....do.....		
7. How much for iron rails. No. miles .. Lbs. wt. per yard.....		
8. How much for steel rail No. miles... Lbs. weight per yard.....Nothing		
9. How much for chains, spikes, fish-bar...do.....		
10. How much for laying track.....do.....		
11. How much for passenger and freight stations, fixtures and furniture, as per schedule. No. stations.....		
12. How much for engine and car shops. No.....		
13. How much for machine shops. No....do.....		
14. How much for machinery and fixtures.do.....		
15. How much for engine houses. No....do.....		
16. How much for car sheds. No....do.....		
17. How much for turn tables. No....do.....		
18. How much for track and other scales. No.....		
19. How much for wood sheds and water stations. No....		
20. How much for fencing. No. miles....		
21. How much for elevators. No....		
22. How much for locomotives and tenders. No... Av. wt. tons....		
23. How much for snow plows, as per schedule. No... Av. wt. tons....		
24. How much for wreckers. No.. Av. wt. tons		
25. How much for passenger cars, 1st class. No... Av. wt. tons....		
26. How much for passenger cars, 2d class. No. .. Av. wt. tons....		
27. How much for baggage cars. No.. Av. wt. tons....		
28. How much for mail cars. No.. Av. wt. tons		
29. How much for exp. cars. No.. Av. wt. tons		
30. How much for freight cars, closed. No. ... Av. wt. tons ...		
31. How much for platf'm cars. No.. Av. wt. tons		
32. How much for hand cars. No.. Av. wt. tons		
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others.....		
34. How much for all other property not enum'd.		
35. Total amount expended between Sept. 30, 1876, and Sept. 30, 1877.....		



## CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.	MILES.		Weight of Rail per yard.
	Entire Length.	Length in Wis. consin.	
1. Length of main line of road from Madison to Portage .....	89	39	say 50 lbs per yard
2. Length of double track on main line .....			
* BRANCHES — Name each.			
3. Length of branch .....			
From — to — length of double track on branch .....			
4. Length of branch .....			
From — to — length of double track on branch .....			
5. Length of branch .....			
From — to — length of double track on branch .....			
6. Length of branch .....			
From — to — length of double track on branch .....			
7. Total length of main line and branches ..	39	39	
8. Aggregate length of tracks operated by this company, computed as single track. 39 miles.			
9. Aggregate length of sidings and other track not above numerated. — miles.			
10. Number of junction stations.			
11. What is the gauge of your lines? 4 feet 8½ inches.			

## DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	No. of persons employed.	Average salary per annum.
1. Division and assistant superintendents .....		
Clerks in all offices .....		
Master and assistant mechanics .....		
Conductors .....	1	
Engineers .....	1	
Brakemen .....	1	
Flagmen, switch-tenders, gate-keepers and watchmen .....		
Station agents, etc. ....	5	
Section men .....	25	
Laborers and other employees .....	4	

\* This includes leased lines — designate them as such — the earnings, expenses, etc., of which are given in this report.



*Doings of the Year in Transportation* — continued.

MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains .....		
3. Number of miles run by freight and mixed trains .....	25,621	25,621
Freight 401; mixed 25,220; mixed freight 16,813; mixed passenger, 8,407.		
4. Number of miles run by construction and other trains.....	700	700
5. Total mileage .....	26,321	26,321
6. Total number of passengers carried .....	Included in report of C., M. & St. P. Ry.	
7. Total number tons freight carried one mile ..		
8. Total number passengers carried one mile. ...		
9. Average distance traveled by each passenger.		
	Miles per hour.	
10. The highest rate of speed allowed for express passenger trains .....		
11. Schedule rates of same, including stops .....		
12. The highest rate of speed allowed for mail and accommodation trains.....	20	
13. Schedule of same, including stops ...	18	
14. The highest rate of speed allowed for freight trains.....		
15. Schedule rate of same, including stops .....		
16. Amount of freight carried per car.....	Cannot state.	
17. TOTAL FREIGHT IN TONS.		
Grain .....	Included in report of C., M. & St. Paul Ry. Co.	6,444
Flour .....		5
Provisions.....		12
Salt, cement, water lime and stucco.....		
Manufactures, including agricultural implements, furniture and wagons.....		4
Live stock.....		478
Lumber and forest products.....		20
Iron, lead, and mineral products.....		
Stone, brick, lime, sand, etc.....		
Coal.....		
Merchandise and other articles.....		481
Total tons.....		7,444



## EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS, EX-PRESS, AND ALL OTHER SOURCES.		TOTALS.	
	Whole line.	Wisconsin	Whole line.	Wisconsin	Whole line.	Wisconsin	Whole line.	Wisconsin
1876								
October .....		\$977 37		\$1,924 68		\$157 58		\$3,059 58
November .....		1,278 08		1,994 48		187 18		3,459 69
December .....		957 20		1,786 51		59 14		2,752 85
1877								
January .....		774 68		2,065 62		196 24		3,036 54
February .....		824 86		1,115 27		188 10		2,122 73
March .....		908 15		840 46		182 26		1,930 87
April .....		1,002 77		1,032 60		231 49		2,266 85
May .....		895 95		1,805 45		226 33		2,927 73
June .....		1,088 54		2,559 50		182 95		3,825 99
July .....		878 88		2,261 27		244 41		3,384 56
August .....		1,203 81		2,657 14		226 76		4,087 71
September .....		1,231 51		4,817 42		188 41		5,737 34
Totals .....		\$12,016 25		\$24,310 40		\$2,265 79		\$33,592 44

1. Earnings per mile of road .....	\$989 55
2. Earnings per mile of road on freight .....	623 34
3. Earnings per mile of road on passengers .....	308 11
4. Earnings per train-mile run, on freight .....	1 41
5. Earnings per train-mile run, on passengers .....	1 43
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? As .....	1 to 2
7. Average gross earnings per mile [39 miles] of road, exclusive of sidings .....	989 55
8. Average net earnings per mile [39 miles] of road, exclusive of sidings .....	129 88
9. Average net earnings per train-mile .....	20



## EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

	Belonging to Whole Line.	Belong- ing to Wiscon- sin.
1. Maintenance of way —		
Repairs of track, including new and re-rolled iron rail in place of old iron rails.....		\$12,058 11
Repairs of bridges .....		698 52
Repairs of fences.....		461 95
New steel rail, valued only as iron rail*.....		
Other expenses on way.....		
2. Maintenance of buildings.....		107 45
3. Maintenance of rolling stock —		
Locomotives .....		
Passeng'r, baggage, mail and exp. cars.....		205 63
Freight cars .....		
Shop tools and machinery.....		
4. Conducting transportation, and general expenses —		
Management and general office.....		4,705 05
Foreign agency and advertising.....		
Agents and station service.....		5,478 25
Conductors, baggage and brakemen.....		2,475 44
Engineers, firemen and wipers.....		2,265 29
Train and station supplies.....		277 52
Fuel consumed.....		4,205 70
Oil and waste.....		275 53
Personal expenses.....		
Damage to persons.....		
Damage to property.....		87 50
Loss and damage to freight & baggage.....		4 75
Legal expenses.....		
Other general operating expenses.....		45 00
5. Current expenses —		
For taxes .....		195 00
For insurance.....		
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid.....		33,546 69
6. Total current operating expenses, being 87 per cent. of earnings.....		860 17
7. Average operating expenses per mile of road, exclusive of sidings.....		1 31
8. Average operating expenses per train-mile.....		5,045 75
9. Excess of earnings over operating and current expenses.....		50
10. Cost of maintaining track and bridges per mile run.....		
11. Cost of repairs of engines per mile run.....		
12. Cost of engineers and firemen per mile run.....		09
13. Cost of oil and waste per mile run.....		01
14. Cost of fuel per mile run .....		16

\* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)



*Expenses, etc.* — continued.

## PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to whole line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track .....		
16. New rail on new track .....		
17. New equipment .....		
19. New bridges and culverts (not including replacements) .....		
19. Real estate bought during the year .....		
20. New tools and machinery .....		
21. New buildings .....		
22. Total paid for new investment on the length of the company's line since date of last report .....		
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year — specify particularly .....		
Total new investment .....		
24. For interest on bonds .....		
25. Dividends—rate — per cent. — on preferred stock .....		
26. Dividends—rate — per cent. on common stock .....		
27. Total payments in addition to operating expenses .....		
28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state? None .....		
29. How was amount of dividends paid the past year — cash, stock or other- wise? Specify amounts and manner of payment. No dividend.		







1. What regulations govern your employees in regard to crossings of other railroads, and are they found to be sufficient?  
Same as on C., M. & St. Paul R'y lines.
2. What regulations govern your employees in regard to crossings of public highways? And are these regulations found to be sufficient?  
Same as on C., M. & St. Paul R'y lines.
3. What platform and coupler between passenger cars do you use? ,  
Same as on C., M. & St. Paul R'y lines.
4. What kind of brakes do you use on passenger trains?  
Hand brakes.

#### U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?  
\$50 per mile per annum.

#### EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?  
Included in C., M. & St. Paul report.

#### TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?  
None.

#### SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?  
None.

#### ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation, or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?



12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

No change.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at all such points, state at what points such connections are not made, and the reasons therefor.
  16. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?
  17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number acres received by your company, directly or indirectly, since date of last report?
  18. What number acres sold and conveyed since date of your last report?
  19. Average price per acre realized?
  20. To what corporations have you sold land? How much, and what price, since the date of your last report?
  21. Number of acres now held by company?
  22. Average price asked for lands now held by company?
  23. Value of donations of right of way or other real estate received since the date of your last report?
  24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars since date of last report.
  25. Total cash amount realized from such aid since date of your last report?
  26. Amount of land sold, but not conveyed, under contracts now in force?
  27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?
  28. Whole amount of cash received, principal and interest, on outstanding contracts, in force since date of last report?
  29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?
  30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?
  31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?
  32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
  33. What is the amount now due the Company on lands sold, or contracted to be sold?
  34. Are there any terminal points or places, on your line, in or out of this State, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.
  35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points, since the enactment of chapter 57 of the laws of 1876?
  36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?
- If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.



37. \* Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
38. What is your present tariff per mile for passengers, both through and local?
39. What proportion of the passengers carried by you, in this state, purchase round-trip tickets? And what proportion purchase 500-mile tickets?
40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57 of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force, both at the time and since the passage of said chapter.
41. Has your Company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*

\*The "distance tariff," with both rates noted thereon, will be a sufficient answer.



Number of accidents.	STATEMENT OF EACH ACCIDENT.							
	Give name of person, date and place of accident.							
1	Kneeland Sanderson, March 29, 1877							
	Total	1	1	1	1	1	1	1



1. Of the above accidents, those numbered as follows were caused by broken rails.  
Total No....
2. Of the above accidents those numbered as follows were caused by inattention of employees:  
Total No....
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:  
Total No....
4. Of the above accidents those numbered as follows were caused by explosions:  
Total No....
5. Amount paid as damages caused by fire from locomotives.  
\$30.00.

**NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.**

	Number Killed.	Amount Paid.
1. Cattle.....	2	\$44 00
2. Horses .....		
3. Mules.....		
4. Sheep.....		
5. Hogs.....		
6. Total .....	2	\$44 00

7. Amount claimed yet unsettled, or in litigation..

STATE OF WISCONSIN, *County of Milwaukee*—ss.

S. S. Merrill, General Manager, and R. D. Jennings, Secretary and Treasurer, of the Chicago, Milwaukee & St. Paul Railway Company, lessees of the Madison & Portage Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1877, to the best of their knowledge and belief. Signed.

[SEAL.]

S. S. MERRELL,  
*General Manager.*  
R. D. JENNINGS,  
*Secretary and Treasurer.*

Subscribed and sworn to before me, a notary public, this twenty-second day of November, A. D. 1877.

[SEAL.]

MELBERT B. CARY,  
*Notary Public.*



**REPORT**  
**OF THE**  
**PINE RIVER VALLEY & STEVENS POINT RAILROAD COMPANY**

For the year ending 30th September, 1877.

**OFFICERS AND OFFICES OF THE COMPANY OPERATING.**

NAMES.	OFFICES.	ADDRESS.	SAL'RIES
Geo. Krouskop .....	President.....	Richland Cent'r .....	.....
D. E. Pease.....	1st Vice President.....	Richland Cent'r.....	.....
A. C. Eastland.....	Secretary.....	Richland Cent'r.....	.....
.....	Solicitors .....	.....	.....
D. O. Chandler .....	Treasurer .....	Richland Cent'r.....	.....
N. L. James.....	General Manager .....	Richland Cent'r.....	\$285 00
.....	General Superitendent..	.....	.....
.....	Chief Engineer.....	.....	.....
.....	General Ticket Agent..	.....	.....
.....	General Freight Agent..	.....	.....
.....	Auditor .....	.....	.....
Total Salaries .....	.....	.....	.....

1. General offices at Richland Center, Wis.

NAMES OF DIRECTORS.	RESIDENCE.
Geo. Krouskop .....	Richland Center.
D. E. Pease.....	Richland Center.
A. C. Eastland.....	Richland Center.
J. M. Adams .....	Richland Center.
D. O. Chandler.....	Richland Center.
N. L. James.....	Richland Center.
W. J. Bowen .....	.....
A. C. Parfrey .....	Richland Center.
A. H. Krouskop .....	Richland Center.

**EXECUTIVE COMMITTEE.**

Geo. Krouskop, D. E. Pease, Wm. J. Bowen, A. H. Krouskop, and A. C. Parfrey.



2. Date of annual election of Directors.  
June 20.
3. Name and address of person to whom correspondence concerning this report should be directed.  
N. L. James.

## CAPITAL STOCK.

1. Capital stock authorized by charter..... \$150,000 00
2. How many kinds of stock? One.
3. Amount of common stock..... 50 00
4. Amount of preferred stock.  
None.
5. Total capital stock ..... \$50 00
6. Proportion of stock for Wisconsin\*..... All.
7. Rate of preference.  
None.
8. How much *common* stock has been issued since June 30, 1876.
9. For what purpose? and what was received therefor?
10. How much *preferred* stock has been issued since June 30, 1876.
11. For what purpose? and what was received therefor?

## FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin lines.
1. Describe severally all outstanding classes of bonds, including amount, dates of issue, interest, where and when payable. Dated Aug. 3, 1876, payable in two years from date..... Interest, ten per cent., payable semi-annually at the Milwaukee National Bank, Milwaukee, Wis.....	\$20,000 00  2,000 00	..... .....
2. Amount of debt not secured by mortgage....	4,872 62	.....
3. Total funded and unfunded debt.....	\$26,872 62	.....
4. Net cash realized from bonded debt, above described.....		.....
5. Proportion of debt, bonded and floating, for Wisconsin.....	All.	.....

\*Unless some good reason exists to the contrary, this proportion — and all other estimates of the same character — should be for the miles of road in this state compared with the whole. If made on a different basis, please state the reasons therefor.



## COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin lines.
1. What amount has been expended for right of way, during the year ending, Sept. 30, 1877? .....	\$666 23	.....
2. What for real estate, and for what purpose purchased? None.		
3. What has been expended in construction du- ring the year ending, Sept. 30, 1877? .....	2,399 97	.....
4. What for improvement? .....		.....
5. What for other items of expense, for construc- tion and equipment? .....	8,472 86	.....
6. What amounts, if any, have been paid for roads or portions of roads not built by company during the time mentioned? .....		.....
7. Total expended during the year ending, Sept. 30, 1877.....	\$20,860 18	
8. Total cost of entire line, as per last report	\$68,469 00	.....
9. Total cost of entire line, to date.....	\$75,007 56	.....



**ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL  
PROPERTY IN THIS STATE.**

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading between Sept. 30, 1876, and Sept. 30, 1877.....		
2. How much for bridges.....		
3. How much for tunnels.....		
4. How much for iron bridges.....		
5. How much for wooden bridges.....		
6. How much for ties and tying.....		
7. How much for iron rail, No. miles, 1 $\frac{3}{4}$ lbs. wt. per yard, 30 .....	\$3,600 00	
8. How much for steel rail, No. miles, —lbs. wt. per yard.....		
9. How much for chains, spikes, fish-bar, etc., estimate.....	385 00	
10. How much for laying track .....	200 00	
11. How much for passenger and freight stations, fixtures and furniture, as per schedule; No. stations .....	400 00	
12. How much for engine and car shops, No. — .....		
13. How much for machine shops, No. — .....		
14. How much for machinery and fixtures.....		
15. How much for engine houses, No. — .....	400 00	
16. How much for car sheds, No. — .....		
17. How much for turn tables, No. — .....		
18. How much for track and other scales, No. — .....		
19. How much for wood sheds and water stations, estimate No. — .....	50	
20. How much for fencing, — No. miles, — ..	75	
21. How much for elevators, No. — .....		
22. How much for locomotives and tenders, No. —. Av. wt. tons. — .....		
23. How much for snow plows, as per schedule, No. —. Av. wt. tons, — .....	75	
24. How much for wreckers, No. — Av. wt. tons, — .....		
25. How much for passenger cars, 1st class, No. — Av. wt. tons, — .....		
26. How much for passenger cars, 2d class, No. — Av. wt. tons. — .....		
27. How much for baggage cars, No. —. Av. wt. tons, — .....		
28. How much for mail cars, No. —. Av. wt. tons, — .....		
29. How much for express cars, No. —. Av. wt. tons, — .....		
30. How much for freight cars, closed, No. — Av. wt. tons, — .....		
31. How much for platform cars, No. —. Av. wt. tons, — .....		
32. How much for hand cars and push cars, No. —. Av. wt. tons, .....		
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others .....		
34. How much for all other property not enumerated .....		
35. Total amount expended between Sept. 30, 1876, and Sept. 30, 1877 .....	\$5,185 00	



## CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.	MILES.		Weight of rail per yard.
	Entire Length.	Length in Wis- consin.	
1. Length of main line of road from Richland Center to Lone Rock.....	16	16	80 lbs
2. Length of double track on main line.....			
*BRANCHES — Name each.			
3. Length of branch .....			
From — to —. Length of double track on branch .....			
4. Length of branch .....			
From — to —. Length of double track on branch .....			
5. Length of branch .....			
From — to —. Length of double track on branch .....			
6. Length of branch .....			
From — to —. Length of double track on branch .....			
7. Total length of main line and branches.....			
8. Aggregate length of tracks operated by this company, computed as single track, 16 miles.			
9. Aggregate length of sidings and other track not above enumerated, one mile.			
10. Number of junction stations, 1 at Lone Rock.			
11. What is the gauge of your lines? Three feet.			

## DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	Number of persons Employed.	Average salary per annum.
1. Division and assistant superintendents.....	2	\$235
Clerks in all offices.....		
Master and assistant mechanics .....	1	
Conductors .....	1	
Engineers .....	1	
Brakemen .....	1	
Flagmen, switch-tenders, gate-keepers and watchmen .....	1	
Station agents.....	8	
Section men .....	8	
Laborers.....		
Other employees.....		

\* This includes leased lines — designate them as such — the earnings, expenses, etc., of which are given in this report.



*Doings of the Year in Transportation — continued.*

MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains. All trains are mixed.....		.....
3. Number of miles run by freight and mixed trains.....		.....
4. Number of miles run by construction and other trains.....		.....
5. Total mileage .....		.....
6. Total number of passengers carried.....		.....
7. Total number tons freight carried one mile....		.....
8. Total number passengers carried one mile.....		.....
9. Average distance traveled by each passenger ..		.....
	Miles per hour.	
10. The highest rate of speed allowed for express passenger trains.....	10	.....
11. Schedule rates of same, including stops.....		.....
12. The highest rate of speed allowed for mail and accommodation trains.....		.....
13. Schedule of same, including stops.....		.....
14. The highest rate of speed allowed for freight trains.....		.....
15. Schedule rate of same, including stops.....		.....
16. Amount of freight carried per car .....	5 tons.	.....
17. TOTAL FREIGHT IN TONS.		
Grain.....		.....
Flour.....		.....
Provisions .....		.....
Salt, cement, water-lime and stucco .....		.....
Manufactures, including agricultural implements, furniture and wagons ..		.....
Live stock .....		.....
Lumber and forest products.....		.....
Iron, lead and mineral products.....		.....
Stone, brick, lime, sand, etc.....		.....
Coal .....		.....
Merchandise and other articles.....		.....
Total tons.....		.....



## EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS, EXPR'S, AND ALL OTH'R SOURCES.		TOTALS.	
	Whole Line.	Wis	Whole Line.	Wis	Whole Line.	Wis	Whole Line.	Wis
1876.								
October .....	\$136 25	...	\$813 56	...	\$58 40	....	\$1,003 21	....
November ...	191 25	....	1,660 17	....	46 00	....	1,887 42	....
December ....	127 95	....	1,305 00	....	55 55	....	1,488 50	....
1877.								
January . ....	69 15	....	627 40	....	33 60	....	730 15	....
February .....	177 79	....	856 14	....	274 89	....	1,308 82	....
March .....	192 20	....	909 85	....	483 20	....	1,584 75	....
April .....	304 84	....	550 42	....	68 93	....	924 19	....
May .....	143 05	....	685 25	....	233 76	....	1,062 06	....
June ...	162 05	....	600 07	....	62 85	....	824 97	....
July . ....	291 45	....	698 69	....	241 82	....	1,231 96	....
August .....	192 10	....	967 74	....	56 60	....	1,216 44	....
Sep.ember....	157 45	....	1,195 69	....	146 45	....	1,499 59	....
Totals...	\$2,145 53	....	\$10,869 48	....	\$1,747 05	....	\$14,762 06	....

1. Earnings per mile of road..... \$.....
2. Earnings per mile of road on freight.....
3. Earnings per mile on passengers.....
4. Earnings per train-mile run, on freight.....
5. Earnings per train-mile run, on passengers.....
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight?..... as .. to ..
7. Average gross earnings per mile [... miles] of road, exclusive of sidings.....
8. Average net earnings per mile [... miles] of road, exclusive of sidings.....
9. Average net earnings per train-mile.....



## EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1877.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to whole line	Belonging to Wis.
1. Maintenance of way:		
Repairs of track, including new in place of old rail .....	\$3,908 99	
Repairs of bridges .....		
Repairs of fences .....		
New steel rail, vaulted only as iron rail* .....		
Other expenses on way .....		
2. Maintenance of buildings .....		
Maintenance of rolling stock .....	918 51	
Locomotives .....		
Passenger, baggage, mail and express cars .....		
Freight cars .....		
Shop tools and machinery ....		
4. Conducting transportation, and general expenses: .....	8,728 94	
Management and general office .....		
Foreign agency and advertising .....		
Agents and station service .....	618 83	
Conductors, bag, and brakemen .....	2,811 80	
Engineers, firemen and wipers .....		
Train and station supplies .....		
Fuel consumed .....	1,974 19	
Oil and waste .....	220 84	
	\$14,182 10	
Personal expenses .....		
Damage to persons .....		
Damage to property .....		
Loss and damage to fr't and bag .....		
Miscellaneous .....		
Other general operati'g expenses as per items below .....		
5. Current expenses:		
For taxes .....		
For insurance .....		
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid .....		
6. Total current operating expenses, being — per cent. of earnings .....		
7. Average operating expenses per mile of road, exclusive of sidings .....		
8. Average operating expenses per train mile .....		
9. Excess of earnings over operating and current expenses .....		
10. Cost of maintaining track and bridges per mile run .....		
11. Cost of repairs of engines and cars per mile run .....		
12. Cost of engineers and firemen per mile run .....		
13. Cost of oil and waste per mile run .....		
14. Cost of fuel per mile run .....		

\*In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)



*Expenses, etc. — continued.***PAYMENTS IN ADDITION TO OPERATING EXPENSES.**

	Belonging to whole line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track .....	.....	.....
16. New rail on new track .....	.....	.....
17. New equipment .....	.....	.....
18. New bridges and culverts (not including replacements) .....	.....	.....
19. Real estate bought during the year .....	.....	.....
20. New tools and machinery .....	.....	.....
21. New buildings .....	.....	.....
22. Total paid for new investment on the length of the company's line since date of last report .....	.....	.....
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year — specify particularly .....	.....	.....
Total new investment .....	.....	.....
24. For interest on bonds .....	.....	.....
25. Dividends—rate — per cent. — on preferred stock .....	.....	.....
26. Dividends—rate — per cent. on common st ck .....	.....	.....
27. Total payments in addition to operating expenses .....	.....	.....
28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state? .....	.....	.....

29. How was amount of dividends paid the past year — cash, stock or otherwise? Specify amounts and manner of payment.







1. What regulations govern your employees in regard to crossings of other railroads, and are they found to be sufficient?
2. What regulations govern your employees in regard to crossings of public highways? And are these regulations found to be sufficient?
3. What platform and coupler between passenger cars do you use?
4. What kind of brakes do you use on passenger trains?

#### U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?  
\$740 per annum. The rate is fixed by weight.

#### EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

#### TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

#### SLEEPING CARS.

8. Do sleeping or dining cars run on your road and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

#### ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
10. Have you acquired any such additional rights or privileges under the general or special, of any other state, since your last report?
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation, or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.



16. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?
17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number acres received by your company, directly or indirectly, since date of last report?
18. What number acres sold and conveyed since date of your last report?
19. Average price per acre realized?
20. To what corporations have you sold land? How much, and what price, since the date of your last report?
21. Number of acres now held by company?
22. Average price asked for lands now held by company?
23. Value of donations of right of way or other real estate received since the date of your last report?
24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars since date of last report.
25. Total cash amount realized from such aid since date of your last report?
26. Amount of land sold, but not conveyed, under contracts now in force?
27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?
28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?
29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?
30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?
31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to present time?
33. What is the amount now due the Company on lands sold, or contracted to be sold?
34. Are there any terminal points or places, on your lines in, or out, of this state, to and from which the larger portion of the freight transported on your line is carried? If so, name them.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57 of laws of 1876?
36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?  
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt, and coal.
37. \*Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
38. What is your present tariff per mile for passengers, both through and local?
39. What proportion of the passengers carried by you, in this State, purchase round trip tickets? And what proportion purchase 500-mile tickets?
40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.
41. Has your Company any rule governing your conductors, engineers, and trainmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced?

\* The "distance tariff," with both rates noted thereon, will be a sufficient answer.



## ACCIDENTS.

[illegible]



1. Of the above accidents, those numbered as follows were caused by broken rails.  
Total No....
2. Of the above accidents those numbered as follows were caused by inattention of employees:  
Total No....
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:  
Total No....
4. Of the above accidents those numbered as follows were caused by explosions:  
Total No....
5. Amount paid as damages caused by fire from locomotives.

**NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.**

	Number Killed.	Amount Paid.
1. Cattle.....	4	\$16 00
2. Horses .....	.....	.....
3. Mules.....	.....	.....
4. Sheep.....	.....	.....
5. Hogs.....	.....	.....
6. Total .....	4	\$16 00

7. Amount claimed yet unsettled, or in litigation..

STATE OF WISCONSIN, *County of Richland* — ss.

N. L. James, Superintendent of the Pine River Valley and Stevens Point Railroad Co., and George Krouskop, President of the said Railroad being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1877, to the best of their knowledge and belief.

Signed.

[SEAL.]

N. L. JAMES,  
*Superintendent.*  
GEO. KROUSKOP,  
*President.*

Subscribed and sworn to before me, a notary public, this sixteenth day of November, A. D. 1877.

[SEAL.]

FRED H. TUTTLE,  
*Notary Public, Richland county, Wis.*



## REPORT

OF THE

## PRAIRIE DU CHIEN &amp; M'GREGOR RAILWAY COMPANY,

For the year ending 30th September, 1877.

## OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	OFFICES.	ADDRESS.	SALAR'S.
John Lawler .....	President.....	Prairie du Chien	\$6,000
.....	1st Vice-President .....	.....	.....
J. D. Lawler.....	Secretary and Treasurer .....	.....	1,200
.....	Solicitor .....	.....	.....
J. D. Lawler.....	Treasurer.. ..	.....	.....
.....	General Manager .....	.....	.....
S. E. Farnham.....	General Superintendent.....	.....	1,200
.....	Chief Engineer .....	.....	.....
.....	General Ticket Agent.. ..	.....	.....
.....	General Freight Agent.....	.....	.....
.....	Auditor .....	.....	.....
Total salaries.....	.....	.....	\$8,400

## 1. General offices at Prairie du Chien, Wis.

NAMES OF DIRECTORS.	RESIDENCE.
John Lawler.....	Prairie du Chien.
J. D. Lawler.....	Prairie du Chien.
James Lawler .....	Prairie du Chien.
S. E. Farnham .....	Prairie du Chien.
Geo. L. Bass.....	McGregor, Ia.

## EXECUTIVE COMMITTEE.

2. Date of annual election of directors.
3. Name and address of person to whom correspondence, concerning this report, should be directed.  
John D. Lawler.



## CAPITAL STOCK.

1. Capital stock authorized by charter.  
\$100,000.
2. How many kinds of stock?  
One.
3. Amount of common stock . . . . . \$100,000 00
4. Amount of preferred stock . . . . .
5. Total capital stock . . . . . \$100,000 00
6. \*Proportion of stock for Wisconsin,  $\frac{1}{8}$  of whole line . . . . . \$87,500 00
7. Rate of preference.
8. How much *common* stock has been issued during the year ending September 30, 1876?
9. For what purpose? and what was received therefor?
10. How much *preferred* stock has been issued during the year ending September 30, 1876?
11. For what purpose? and what was received therefor?

## FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin Lines.
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable. . . . .		
2. Amount of debt not secured by mortgage? . . . . .		
3. Total funded and unfunded debt. . . . .	None.	
4. Net cash realized from bonded debt, above described . . . . .		
5. Proportion of debt, bonded and floating, for Wisconsin . . . . .		

\* Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this state compared with the whole. If made on a different basis please state the reason therefor.



## COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin Lines.
1. What amount has been expended for right of way during the year ending Sept. 30, 1877...	.....	.....
2. What for real estate, and for what purpose purchased? .....	.....	.....
3. What has been expended in construction during the year ending Sept. 30, 1877.....	.....	.....
4. What for improvement?... ..	.....	.....
5. What for other items of expense, for construction and equipment.....	.....	.....
6. What amounts, if any, have been paid for roads or portions of roads not built by company during the time mentioned.....	.....	.....
7. Total expended between Sept. 30, 1876, and Sept. 30, 1877.....	.....	.....
8. Total cost of entire line, as per last report....	.....	.....
9. Total cost of entire line to date.. ..	\$100,000 00	.....



ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL  
PROPERTY IN THIS STATE IS \$37,500.00.

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading between Sept. 30, 1876, and Sept. 30, 1877.....		
2. How much for bridges.....		
3. How much for tunnels.....		
4. How much for iron bridges.....		
5. How much for wooden bridges.....		
6. How much for ties and tying.....		
7. How much for iron rail, — No. miles, — lbs. wt per yard.....		
8. How much for steel rail, — No. miles, — lbs. wt. per yard.....		
9. How much for chains, spikes, fish-bar, etc....		
10. How much for laying track.....		
11. How much for passenger and freight stations, fixtures and furniture, as per schedule, No. stations.....		
12. How much for engine and car shops, No. —.....		
13. How much for machine shops, No. —.....		
14. How much for machinery and fixtures.....		
15. How much for engine houses, No. —.....		
16. How much for car sheds, No. —.....		
17. How much for turn tables, No. —.....		
18. How much for track and other scales, No. —.....		
19. How much for wood sheds and water stations, No. —.....		
20. How much for fencing, No. miles —.....		
21. How much for elevators, No. —.....		
22. How much for locomotives and tenders, No. —, av. wt. tons.....		
23. How much for snow plows, as per schedule, No. —, av. wt. tons.....		
24. How much for wreckers, No. —, av. wt. tons, —.....		
25. How much for passenger cars, 1st class, No. —, av. wt. tons, —.....		
26. How much for passenger cars, 2d class, No. —, Av. wt. tons, —.....		
27. How much for baggage cars, No. —, av. wt. tons, —.....		
28. How much for mail cars, No. —, Av. wt. tons, —.....		
29. How much for express cars, No. —, av. wt. tons, —.....		
30. How much for freight cars closed, No. —, Av. wt. tons, —.....		
31. How much for platform cars, No. —, Av. wt. tons, —.....		
32. How much for hand cars, No. —, Av. wt. tons, —.....		
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others.....		
34. How much for all other property not enumerated.....		
35. Total amount expended between Sept. 30, 1876, and Sept. 30, 1877.....		



## CHARACTERISTICS OF THE ROAD.

LENGTH OF ROAD.	MILES.		Weight of Rail per yard.
	Entire Length.	Length in Wis- consin.	
1. Length of main line of road from Prairie du Chien to State line. ....		13 $\frac{1}{4}$	56
2. Length of double track on main line. ....		1 $\frac{1}{2}$	.....
* BRANCHES — Name each.			
3. Length of branch. ....			
From — to —. Length of double track on branch. ....			
4. Length of branch. ....			
From — to —. Length of double track on branch. ....			
5. Length of branch. ....			
From — to —. Length of double track on branch. ....			
6. Length of branch. ....			
From — to —. Length of double track on branch. ....			
7. Total length of main line and branches. ....			
8. Aggregate length of tracks operated by this company <i>computed as single track</i> , 21 $\frac{1}{2}$ miles.			
9. Aggregate length of sidings and other track not above enumerated.			
10. Number of junction stations.			
11. What is the gauge of your line? 4 feet, 8 $\frac{1}{2}$ inches.			

## DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	No. of Per's em- ployed.	Av. Sa'lary per An- num.
1. Division and assistant superintendents. ....	1	\$1,200
Clerks in all offices. ....	1	1,200
Master and assistant mechanics. ....	1	900
Conductors. ....	1	1,200
Engineers. ....	8	900
Brakemen. ....	2	600
Flagmen, switch-tenders, gate-keepers and watch- men. ....	4	600
Station agents. ....		
Section men employed of Chic. M. & St. P. R'y..	6	.....
Laborers. ....	2	500
Other employes. ....		

\*This includes leased lines — designate them as such — the earnings, expenses, etc., of which are given in this report.



*Doings of the Year in Transportation—continued.*

NO RECORD MADE.

MILEAGE AND TONNAGE.	MILES.	
	Whole Line.	In Wisc'nsin
2. No. of miles run by passenger trains.....	.....	.....
3. No. of miles run by freight and mixed trains.....	.....	.....
4. No. of miles run by constr'n and other trains.....	.....	.....
5. Total mileage.....	.....	.....
6. Total No. of passengers carried.....	.....	.....
7. Total No. tons freight carried one mile.....	.....	.....
8. Total No. passengers carried one mile.....	.....	.....
9. Average distance traveled by each passenger.....	.....	.....
Miles per hour.		
10. The highest rate of speed allowed for express passenger trains.....	.....	.....
11. Schedule rate of same, including stops.....	.....	.....
12. The highest rate of speed allowed for mail and accommodation trains.....	.....	.....
13. Schedule of same, including stops.....	.....	.....
14. The highest rate of speed allowed for freight trains.....	.....	.....
15. Schedule rate of same, including stops.....	.....	.....
16. Amount of freight carried per car.....	.....	.....
17. TOTAL FREIGHT IN TONS.	WHOLE LINE.	IN WIS.
Grain.....	.....	.....
Flour.....	.....	.....
Provisions.....	.....	.....
Salt, cement, water lime and stucco.....	.....	.....
Manufactures, including agricultural implements, furniture and wagons.....	.....	.....
Live stock.....	.....	.....
Lumber and forest products.....	.....	.....
Iron, lead and mineral products.....	.....	.....
Stone, brick, lime, sand, etc....	.....	.....
Coal.....	.....	.....
Merchandise and other articles.....	.....	.....
Total tons.....	.....	.....



## EARNINGS DURING THE YEAR ENDING SEPTEMBER '30, 1877.

## MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS, EXPRESS, AND ALL OTHER SOURCES.		TOTALS.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.
1876								
October .....	\$280 00		\$3,928 00					
November .....	294 00		4,704 00					
December .....	305 00		3,707 00					
1877								
January .....	297 00		1,718 00					
February .....	266 00		1,973 00					
March .....	223 00		1,831 00					
April .....	293 00		2,380 00					
May .....	300 00		2,395 00					
June .....	269 00		2,031 00					
July .....	310 00		1,825 00					
August .....	272 00		4,197 00					
September .....	275 00		9,825 00					
Totals .....	\$3,384 00		40,514 00					

1. Earnings per mile of road .....
2. Earnings per mile of road on freight .....
3. Earnings per mile of road on passengers .....
4. Earnings per train-mile run, on freight .....
5. Earnings per train-mile run, on passengers .....
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? As.....
7. Average gross earnings per mile [— miles] of road, exclusive of sidings .....
8. Average net earnings per mile [— miles] of road, exclusive of sidings .....
9. Average net earnings per train-mile .....



## EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

	Belonging to Whole Line.	Belonging to Wisconsin.
1. Maintenance of way —		
Repairs of track, including new and re-rolled iron rail in place of old iron rails.....	\$2,100 00	
Repairs of bridges .....	8,450 00	
Repairs of fences.....		
New steel rail, valued only as iron rail* .....		
Other expenses on way, 500 cords stone .....	1,750 00	
2. Maintenance of buildings —	\$7,830 00	
3. Maintenance of rolling stock — Furnished by C. M. & St. Paul R'y —		
Locomotives .....		
Passeng'r, baggage, mail and exp. cars.. ..		
Freight cars .....		
Shop tools and machinery.....		
4. Conducting transportation, and general expenses —		
Management and general office.....	8,400 00	
Foreign agency and advertising.....		
Agents and station service .....		
Conductors, baggage and brakemen, watchmen, &c.....	11,200 00	
Engineers, firemen and wipers.....	1,800 00	
Train and station supplies .....		
Fuel consumed.....	3,800 00	
Oil and waste .....	170 00	
Personal expenses.....	620 00	
	\$25,990 00	
Damage to persons.....		
Damage to property .....		
Loss and damage to freight & baggage.....		
Legal expenses.....		
Other general operating expenses.....		
5. Current expenses —		
For taxes, Wisconsin, \$774.20; Iowa, \$140.00 .....	\$914.20	
For insurance, fire.....	215.00	
	\$1,129 20	
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid.....		
6. Total current operating expenses, being — per cent. of earnings .....	\$34,449 20	
7. Average operating expenses per mile of road, exclusive of sidings.....		
8. Average operating expenses per train-mile.....		
9. Excess of earnings over operating and current expenses .....	\$9,448 80	
10. Cost of maintaining track and bridges per mile run .....		
11. Cost of repairs of engines per mile run .....		
12. Cost of engineers and firemen per mile run.....		
13. Cost of oil and waste per mile run.....		
14. Cost of fuel per mile run .....		

Seven-eighths of whole line.

\* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)



*Expenses, etc.*—continued.

## PAYMENTS IN ADDITION TO OPERATING EXPENSES.\*

	Belonging to Whole Line.	Belonging to Wisconsin.
15. New steel rails, excess of cost over iron rail, old track .....		
16. New rail on new track .....		
17. New equipment .....		
18. New bridges and culverts (not including re- placements) .....		
19. Real estate bought during the year .....		
20. New tools and machinery .....		
21. New buildings .....		
22. Total paid for new investment on the length of the company's lines since date of last report. ....		
23. Amounts paid in cash, stock, bonds, or other- wise, for extensions, new lines and branches, during the past year—specify particulars .....		
Total new investments .....		
24. For interest on bonds etc. ....		
25. Dividends—rate — per cent.—on preferred stock .....		
26. Dividends—rate — per cent.—on common stock .....		
Total payments in addition to operating ex- penses .....		
28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state? .....		

29. How was amount of dividends paid the past year—cash, stock or other  
wise? Specify amounts and manner of payment.

\* After \$100 000, amount of stock subscribed, had been paid for building the road, expenses  
of all kinds were paid from the earnings, and charged to "operating expenses."







1. What regulations govern your employees in regard to crossings of other railroads, and are they found to be sufficient?
2. What regulations govern your employees in regard to crossings of public highways? And are these regulations found to be sufficient?
3. What platform and coupler between passenger cars do you use?
4. What kind of brakes do you use on passenger trains?

#### U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?

#### EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?

#### TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?

#### SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?

#### ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?
11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at all such points, state at what points such connections are not made, and the reasons therefor?



16. Have any swamp or other State lands been granted your Company since the date of your last report? If so, how many acres?
17. Have any United States lands been granted to your Company, directly or indirectly, since the date of your last report? What number acres received by your Company, directly or indirectly, since date of last report?
18. What number acres sold and conveyed since date of your last report?
19. Average price, per acre, realized?
20. To what corporations have you sold land? How much, and what price, since the date of your last report?
21. Number of acres now held by Company?
22. Average price asked for lands now held by Company?
23. Value of donations of right of way or other real estate received since the date of your last report?
24. Amount of city, county and town aid granted to Company in exchange for stock, or otherwise? Specify particulars since date of last report?
25. Total cash amount realized from such aid since date of your last report?
26. Amount of land sold, but not conveyed, under contracts now in force?
27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?
28. Whole amount of cash received, principal and interest, on outstanding contracts, in force since date of last report?
29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?
30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?
31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?
33. What is the amount now due the Company on lands sold, or contracted to be sold?
34. Are there any terminal points or places, on your line, in or out of this State, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points, since the enactment of chapter 57 of the laws of 1876?
36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?  
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.
37. \* Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
38. What is your present tariff per mile for passengers, both through and local?
39. What proportion of the passengers carried by you, in this state, purchase round-trip tickets? And what proportion purchase 500 mile tickets?
40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57 of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force, both at the time and since the passage of said chapter.
41. Has your Company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced?

\* The "distance tariff," with both rates noted thereon, will be a sufficient answer.







1. Of the above accidents, those numbered as follows were caused by broken rails.  
Total No.....
2. Of the above accidents those numbered as follows were caused by inattention of employees:  
Total No.....
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:  
Total No.....
4. Of the above accidents those numbered as follows were caused by explosions:  
Total No.....
5. Amount paid as damages caused by fire from locomotives....

**NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.**

	Number Killed.	Amount Paid.
1. Cattle .....		
2. Horses .....		
3. Mules .....		
4. Sheep .....		
5. Hogs.....		
6. Total .....		

7. Amount claimed yet unsettled, or in litigation.

**REMARKS.**

STATE OF WISCONSIN, }  
County of Crawford, } ss.

I, J. D. Lawler, Secretary and Treasurer of the Prairie du Chien and McGregor Railway Company, being duly sworn, depose and say, that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1877, to the best of my knowledge and belief.

Signed.

[SEAL.]

J. D. LAWLER.

Subscribed and sworn to before me, this 7th day of January A. D. 1878.

[SEAL.]

L. F. S. VIELE,

Notary Public, Iowa Co., Wis.



**REPORT**  
**OF THE**  
**SHEBOYGAN & FOND DU LAC RAILROAD COMPANY**

For the year ending 30th September, 1877.

**OFFICERS AND OFFICES OF THE COMPANY OPERATING.**

NAMES.	OFFICES.	ADDRESS.	SAL'RIES
D. L. Wells.....	President.....	.....	.....
A. G. Ruggles.....	1st Vice President.....	.....	.....
Edwin Slade.....	Secretary.....	.....	.....
E. Mariner.....	Solicitor.....	.....	.....
A. G. Ruggles.....	Treasurer.....	.....	.....
.....	General Manager.....	.....	.....
Geo. P. Lee.....	General Superitendent.....	.....	\$2,500
.....	Chief Engineer.....	.....	.....
M. Ewen.....	General Ticket Agent.....	.....	1,200
T. H. Malone.....	General Freight Agent.....	.....	2,000
John C. Waterbury.....	Auditor.....	.....	1,000
Total Salaries.....	.....	.....	\$8,700

1. General offices at Fond du Lac, Wis.

NAMES OF DIRECTORS.	RESIDENCE.
D. L. Wells.....	Milwaukee.....
E. Mariner.....	Milwaukee.....
Moses Taylor.....	New York.....
R. G. Rolston.....	New York.....
J. F. Joy.....	Detroit, Mich.....
A. G. Ruggles.....	Fond du Lac, Wis..
Edwin Slade.....	Glenbulah, Wis ..

**EXECUTIVE COMMITTEE.**

2. Date of annual election of directors. Third Wednesday in January.
3. Name and address of person to whom correspondence, concerning this report, should be directed,  
Geo. P. Lee, Supt., Fond du Lac, Wis.



## CAPITAL STOCK.

1. Capital stock authorized by charter..... \$1,550,000 00
2. How many kinds of stock? One.
3. Amount of common stock..... 1,410,500 00
4. Amount of preferred stock.  
None.
5. Total capital stock ..... \$1,410,500 00
6. Proportion of stock for Wisconsin\*..... All.
7. Rate of preference.  
None.
8. How much *common* stock has been issued during the year ending Sept. 30, 1877?  
None.
9. For what purpose? and what was received therefor?  
No.
10. How much *preferred* stock has been issued since Sept. 30, 1876?  
None.
11. For what purpose? and what was received therefor?

## FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin lines.
1. Describe severally all outstanding classes of bonds, including amount, dates of issue, interest, where and when payable.		
7 per cent. bonds payable at Bank of North America, N. Y., June 1, 1884.....	\$750,000 00	.....
8 per cent. bonds payable at Farmers' Loan & Trust Co., N. Y., Oct. 1, 1896.....	850,000 00	.....
2. Amount of debt not secured by mortgage....	39,401 00	.....
3. Total funded and unfunded debt.....	<u>\$1,639,401 00</u>	<u>.....</u>
4. Net cash realized from bonded debt, above described.....		\$617,600 00
\$772,000 8 per cent. bonds sold at 80 per cent.		
\$78,000 8 per cent bonds hypothecated.		
\$750,000 7 per cent. issued at par for construction.		
5. Proportion of debt, bonded and floating, for Wisconsin.....		750,000 00

\* Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this State compared with the whole. If made on a different basis please state the reasons therefor.



## COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin Lines.
1. What amount has been expended for right of way, between Sept. 30, 1876, and Sept. 30, 1877? .....	\$3,959 45 .....	.....
2. What for real estate, and for what purpose purchased? .....	.....	.....
3. What has been expended in construction between Sept. 30, 1876, and Sept. 30, 1877? ....	1,331 31 .....	.....
4. What for improvement? .....	.....	.....
5. What for other items of expense, for construction and equipment? .....	1,044 35 .....	.....
6. What amounts, if any, have been paid for roads or portions of roads not built by company during the time mentioned?.....	.....	.....
.....	.....	.....
7. Total expended between Sept. 30, 1876, and Sept. 30, 1877.....	\$6,335 11 .....	.....
8. Total cost of entire line, as per last report.	\$2,849,402 25 .....	.....
9. Total cost of entire line to date.....	\$2,855,737 36 .....	.....



**ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL  
PROPERTY IN THIS STATE.**

DESCRIPTION OF PROPERTY.	Total.	In Wiscon- sin.
1. What amount has been expended for grading between Sept. 30, 1876, and Sept. 30, 1877 ..		.....
2. How much for bridges.....do...		.....
3. How much for tunnels.....do...		.....
4. How much for iron bridges.....do...		.....
5. How much for wooden bridges.....do...		.....
6. How much for ties and tying.....do...		.....
7. How much for iron rails. No. miles .. Lbs. wt. per yard.....		.....
8. How much for steel rail No. miles... Lbs. weight per yard.....Nothing		.....
9. How much for chains, spikes, fish-bar..do...		.....
10. How much for laying track.....do...		.....
11. How much for passenger and freight stations, fixtures and furniture, as per schedule. No. stations.....		.....
12. How much for engine and car shops. No...		.....
13. How much for machine shops. No....do...		.....
14. How much for machinery and fixtures.do...		.....
15. How much for engine houses. No....do...		.....
16. How much for car sheds. No....do...		.....
17. How much for turn tables. No....do...		.....
18. How much for track and other scales. No...		.....
19. How much for wood sheds and water stations. No....		.....
20. How much for fencing. No. miles... ..		.....
21. How much for elevators. No....		.....
22. How much for locomotives and tenders. No... Av. wt. tons....		.....
23. How much for snow plows, as per schedule. No... Av. wt. tons....		.....
24. How much for wreckers. No.. Av. wt. tons		.....
25. How much for passenger cars, 1st class. No... Av. wt. tons....		.....
26. How much for passenger cars, 2d class. No. .. Av. wt. tons....		.....
27. How much for baggage cars. No.. Av. wt. tons....		.....
28. How much for mail cars. No.. Av. wt. tons		.....
29. How much for exp. cars. No.. Av. wt. tons		.....
30. How much for freight cars, closed. No. ... Av. wt. tons .....		.....
31. How much for platf'm cars. No.. Av. wt. tons		.....
32. How much for hand cars. No.. Av. wt. tons		.....
33. How much for machinery and tools to accom- pany trains, repair track, etc., used by track- men or others.....		.....
34. How much for all other property not enum'd.		.....
35. Total amount expended between Sept. 30, 1876, and Sept. 30, 1877.....		.....

This is taken as meaning new construction, of which there is none.



## CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.	MILES.		Weight of Rail per yard.
	Entire Length.	Length in Wis- consin.	
1. Length of main line of road from Sheboygan to Princeton.....	79	79	45 to 60
2. Length of double track on main line.....			
* BRANCHES — Name each.			
3. Length of branch.....			
From — to — length of double track on branch .....			
4. Length of branch .....			
From — to — length of double track on branch .....			
5. Length of branch.....			
From — to — length of double track on branch .....			
6. Length of branch .....			
From — to — length of double track on branch .....			
7. Total length of main line and branches ..	79	79	.....

8. Aggregate length of tracks operated by this company, computed as single track.
9. Aggregate length of sidings and other track not above numerated.  
Four miles.
10. Number of junction stations.  
Four: Ripon, Fond du Lac, Plymouth and Sheboygan.
11. What is the gauge of your lines?  
4 feet 8½ inches.

## DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	No. of persons employed.	Average salary per annum.
1. Superintendents .....	1	\$2,500
Clerks in all offices.....	11	644
Master and assistant mechanics.....	20	640
Conductors .....	3	800
Engineers and Firemen .....	10	775
Brakemen .....	6	525
Flagmen, switch-tenders, gate-keepers and watchmen.....	4	300
Station agents.....	14	600
Section men .....	36	480
Laborers.....	11	396
Other employees .....	4	300

\* This includes leased lines — designate them as such — the earnings, expenses, etc., of which are given in this report.



*Doings of the Year in Transportation — continued.*

MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains ....	54,684	.....
3. Number of miles run by freight and mixed trains .....	60,625	.....
4. Number of miles run by construction and other trains.....	415	.....
5. Total mileage .....	115,674	.....
6. Total number of passengers carried .....	42,712	.....
7. Total number of freight cars carried one mile ..	3,371,009	.....
8. Total number of passengers carried one mile. ....	682,767	.....
9. Average distance traveled by each passenger.	15.76	.....
Miles per hour.		
10. The highest rate of speed allowed for express passenger and mail trains .....	25	
11. Schedule rates of same, including stops .....	18½	
12. The highest rate of speed allowed for accommodation trains.....	15	
13. Schedule of same, including stops .....	11	
14. The highest rate of speed allowed for freight trains .....	15	
15. Schedule rate of same, including stops .....	11	
16. Amount of freight carried per car.....	10 tons.	
17. TOTAL FREIGHT IN TONS.		
Grain .....		8,968
Flour .....		1,851
Provisions.....		1,456
Salt, cement, water lime and stucco.....		1,114
Manufactures, including agricultural implements, furniture and wagons.....		1,851
Live stock .....		259
Lumber and forest products.....		11,431
Iron, lead, and mineral products.....		240
Stone, brick, lime, sand, etc.....		3,509
Coal.....		2,989
Merchandise and other articles.....		9,005
Total tons.....		42,671



## EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS, EXPR'S, AND ALL OTHER SOURCES.		TOTALS.	
	Whole Line.	Wisconsin.	Whole Line.	Wisconsin.	Whole Line.	Wisconsin.	Whole Line.	Wisconsin.
1876.								
October .....		\$3,251 92		\$8,967 54		\$545 93	\$12,765 39	
November .....		3,327 72		6,084 05		383 06	9,794 83	
December .....		2,556 38		3,440 70		1,079 43	7,076 51	
1877.								
January .....		1,860 54		4,260 70		895 34	7,016 58	
February .....		2,195 74		3,695 76		630 81	6,522 31	
March .....		2,327 05		4,728 08		593 20	7,648 33	
April .....		2,758 32		3,882 93		524 75	7,166 00	
May .....		2,206 01		4,324 28		721 00	7,251 29	
June .....		2,840 61		5,146 66		597 75	8,585 02	
July .....		3,620 38		5,619 16		468 10	9,707 64	
August .....		3,811 02		3,273 55		525 64	7,610 21	
September .....		3,315 00		6,213 16		572 76	10,100 92	
Totals .....		\$34,070 69		\$59,636 57		\$7,537 77	\$101,245.03	

1. Earnings per mile of road .....	\$1,281 <sup>58</sup> / <sub>100</sub>
2. Earnings per mile of road on freight .....	754 <sup>83</sup> / <sub>100</sub>
3. Earnings per mile on passengers .....	431 <sup>83</sup> / <sub>100</sub>
4. Earnings per train-mile run, on freight .....	0.98
5. Earnings per train-mile run, on passengers .....	0.62 <sup>1</sup> / <sub>2</sub>
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? As .....	34 to 60
7. Average gross earnings per mile [79 miles] of road, exclusive of sidings .....	\$1,281 58
8. Average net earnings per mile [79 miles] of road, exclusive of sidings .....	253 08
9. Average net earnings per train-mile .....	0.17 <sup>1</sup> / <sub>2</sub>



## EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

	Belonging to Whole Line.	Belonging to Wis- consin.
1. Maintenance of way —		
Repairs of track, including new and re-rolled iron rail in place of old iron rail.....		\$17,064 49
Repairs of bridges .....		870 26
Repairs of fences.....		406 34
New steel rail, valued only as iron rail*.....		
Other expenses on way.....		
2. Maintenance of buildings.....		928 11
3. Maintenance of rolling-stock —		
Locomotives .....		4,148 56
Passenger, baggage, mail and express cars.....		
Freight cars .....		7,149 57
Shop tools and machinery.....		411 35
4. Conducting transportation and general expenses —		
Management and general office .....		17,958 34
Foreign agency and advertising.....		1,211 23
Agents and station service.....		1,280 73
Conductors, baggage and brakemen.....		4,806 22
Engineers, firemen and wipers.....		5,689 58
Train and station supplies .....		1,185 76
Fuel consumed .....		9,738 42
Oil and waste.....		486 45
Personal expenses.....		
Damage to persons.....		316 19
Damage to property.....		297 86
Loss and damage to freight and baggage .....		207 20
Legal expenses.....		258 30
Other general operating expenses .....		2,508 52
5. Current expenses —		
For taxes and rents .....		2,994 38
For insurance.....		1,448 75
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid .....		
6. Total current operating expenses, being nearly 80 per cent. of earnings.....		\$80,861 60
7. Average operating expenses per mile of road, exclusive of sidings .....	\$1,023 53	
8. Average operating expenses per train-mile .....		0.69 $\frac{2}{3}$
9. Excess of earnings over operating and current ex.....	20,383 43	
10. Cost of maintaining track and bridges per mile run .....		0.14 $\frac{1}{2}$
11. Cost of repairs of engines per mile run.....		0.03 $\frac{2}{3}$
12. Cost of engineers and firemen per mile run.....		0.04 $\frac{2}{3}$
13. Cost of oil and waste per mile run.....		0.04 $\frac{1}{2}$
14. Cost of fuel per mile run, 264 miles.....		0.08 $\frac{1}{2}$

\* In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)



*Expenses, etc.*—continued.

## PAYMENTS IN ADDITION TO OPERATING EXPENSES.\*

	Belonging to Whole Line.	Belonging to Wisconsin.
15. New steel rails, excess of cost over iron rail, old track .....		
16. New rail on new track .....		
17. New equipment .....		317 24
18. New bridges and culverts (not including re-placements) .....		
19. Real estate bought during the year .....		
20. New tools and machinery .....		195 95
21. New buildings .....		1,268 69
22. Total paid for new investment on the length of the company's lines since date of last report .....		
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year—specify particulars .....		
<b>Total new investments .....</b>		<b>\$1,801 88</b>
24. For interest on bonds etc. ....		
25. Dividends—rate — per cent.—on preferred stock .....		
26. Dividends—rate — per cent.—on common stock .....		
<b>Total payments in addition to operating expenses .....</b>		
28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state? .....		

29. How was amount of dividends paid the past year—cash, stock or other wise? Specify amounts and manner of payment.



## GENERAL BALANCE SHEET, 1st OF OCTOBER, 1877.

ASSETS.	DOLLARS.		LIABILITIES.	DOLLARS.	
		Cts.			Cts.
Construction account.....	2,763,317	44	Capital stock.....	1,892,800	00
Equipment account.....	210,887	11	Subscription notes.....	2,100	00
Old organization.....	4,609	00	1st mortgage bonds..	1,600,000	00
Hypothecated bonds.....	105,775	00	Moses Taylor.....	47,155	45
Sheboygan elevator.....	16,866	20	Hills payable.....	5,642	23
Cash on hand.....	6,543	23	Elevator contract.....	5,266	20
Replacement account.....	8,036	82	Freight earnings.....	41,140	68
Bills receivable.....	1,166	02	Passenger earnings.....	24,934	67
U. S. P. O. Dep't.....	722	83	Mail earnings.....	3,049	60
Stock of material.....	6,665	50	Express earnings.....	330	21
Stock of fuel.....	4,159	87	Material sold.....	1,608	84
Station agents balances.....	4,117	58	Miscellaneous earnings.....	1,027	50
Sundry accounts due Co.....	9,087	12	Unpaid vouchers.....	13,947	81
Extraordinary expenses.....	11,560	02	Income account.....	49,165	90
General operating expenses.....	54,626	22	Sundry accounts company owe.....	19,810	96
	\$3,207,940	05		\$3,207,940	05



1. What regulations govern your employees in regard to crossings of other railroads, and are they found to be sufficient?  
Statute.
2. What regulations govern your employees in regard to crossings of public highways? And are these regulations found to be sufficient?  
Blow whistle one short blast 80 rods from crossing, and ring bell until crossing is passed. This is sufficient.
3. What platform and coupler between passenger cars do you use?  
Ordinary and link and pin coupler.
4. What kind of brakes do you use on passenger trains?  
Ordinary hand brakes and steam brakes.

#### U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?  
\$4,012 50 per annum.

#### EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?  
American Express Co. at so much per 100 lbs. of freight taken at depot.

#### TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?  
No such companies on the line.

#### SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?  
No.

#### ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?  
No.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?  
No.
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation, or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?  
No.



12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?

No.

13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?

No.

14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?

No arrangements except the ordinary business with connecting lines.

15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.

Yes. Close connections are made at Ripon and Fond du Lac. Convenient connections at Sheboygan, and secondary connections at Plymouth. Trains on Wis. Cen. R'y run on such time we cannot make close connections with passenger trains at Plymouth.

16. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?

No.

17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number acres received by your company, directly or indirectly, since date of last report?

No.

18. What number acres sold and conveyed since date of your last report?

No.

19. Average price per acre realized?

20. To what corporations have you sold land? How much, and what price, since the date of your last report?

No.

21. Number of acres now held by company?

22. Average price asked for lands now held by company?

23. Value of donations of right of way or other real estate received since the date of your last report?

24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars since date of last report.

25. Total cash amount realized from such aid since date of your last report?

26. Amount of land sold, but not conveyed, under contracts now in force?

27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?

28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report?

29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?

30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?

31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?

32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to present time?

33. What is the amount now due the Company on lands sold, or contracted to be sold?

34. Are there any terminal points or places, on your lines in, or out, of this state, to and from which the larger portion of the freight transported on your line is carried? If so, name them.

Princeton & Sheboygan.



35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57 of laws of 1876?

No.

36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?

If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt, and coal.

No.

37. \*Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.

No.

38. What is your present tariff per mile for passengers, both through and local?

Through, .02 $\frac{1}{2}$  to .03 $\frac{1}{2}$ . Local, .04c.

39. What proportion of the passengers carried by you, in this State, purchase round trip tickets? And what proportion purchase 500-mile tickets? Round trip tickets not called for, and very few purchase 500 mile tickets.

40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.

No.

41. Has your Company any rule governing your conductors, engineers, and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*

No.

\* The "distance tariff," with both rates noted thereon, will be a sufficient answer.



**ACCIDENTS.**

No. of Accidents.	STATEMENT OF EACH ACCIDENT.  Give name of person, date and place of accident.	PASSENGERS.				EMPLOYEES.				OTHERS.				Damages Claimed.	Damages Paid.
		From causes beyond their control.	Killed.	By their own misconduct or want of caution.	Injured.	From causes beyond their control.	Killed.	Injured.	By their own misconduct or want of caution.	From causes beyond their control.	Killed.	Injured.	By their own misconduct or want of caution.		
1	Levi Cowans, Oct. 10, 1876, Plymouth .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Archibald McDonald, Nov. 26, 1876, near Woodhull .....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total .....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....



1. Of the above accidents, those numbered as follows were caused by broken rails.  
Total No. ....
2. Of the above accidents those numbered as follows were caused by inattention of employees:  
Total No. 1.
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:  
Total No. ....
4. Of the above accidents those numbered as follows were caused by explosions:  
Total No. ....
5. Amount paid as damages caused by fire from locomotives, \$250.

**NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.**

	Number Killed.	Amount Paid.
1. Cattle .....	2	\$40 00
2. Horses .....	2	47 50
3. Mules .....		
4. Sheep .....	6	11 50
5. Hogs .....		
6. Total .....	8	99 00

7. Amount claimed yet unsettled, or in litigation.

**REMARKS.**

STATE OF WISCONSIN, }  
County of Fond du Lac, } ss.

I, Geo. P. Lee, superintendent of the Sheboygan and Fond du Lac Railroad Company, being duly sworn, depose and say, that I have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1877, to the best of my knowledge and belief.

[SEAL.]

Signed.

GEO. P. LEE.

Subscribed and sworn to before me, this 20th day of December, A. D. 1877.

[SEAL.]

J. B. PERRY,  
Notary Public, Wis.



**REPORT**  
**OF THE**  
**WESTERN UNION RAILROAD COMPANY**

For the year ending 30th September, 1877.

**OFFICERS AND OFFICES OF THE COMPANY OPERATING.**

NAMES.	OFFICES.	ADDRESS.	SAL'RIES
Alex. Mitchell.....	President.....	Milwaukee, Wis	.....
S. S. Merrill.....	1st Vice President.....	do	.....
F. G. Ranney.....	Secretary and Treasurer.....	do	.....
Fuller & Winslow.....	Solicitors.....	Racine, Wis	.....
.....	Treasurer.....	.....	.....
.....	General Manager.....	.....	.....
D. A. Olin.....	General Superintendent.....	Racine, Wis	.....
.....	Chief Engineer.....	.....	.....
Fred. Wild.....	General Ticket Agent.....	Racine, Wis	.....
..... do.....	General Freight Agent.....	.....	.....
P. Tyrrell.....	Auditor.....	Racine, Wis	.....
Total Salaries.....	.....	.....	.....

**1. General offices at Racine, Wis.**

NAMES OF DIRECTORS.	RESIDENCE.
Alex. Mitchell.....	Milwaukee, Wis.
S. S. Merrill.....	Milwaukee, Wis.
John W. Cary.....	Milwaukee, Wis.
Hans Crocker.....	Milwaukee, Wis.
J. L. Mitchell.....	Milwaukee, Wis.
John Johnson.....	Milwaukee, Wis.
John Plankinton.....	Milwaukee, Wis.
W. S. Gurnee.....	New York.
H. T. Fuller.....	Racine, Wis.
D. W. Dame.....	Lanark, Ill.
E. P. Barton.....	Freeport, Ill.

**EXECUTIVE COMMITTEE.**

None.



2. Date of annual election of directors. Second Wednesday in October.
3. Name and address of person to whom correspondence, concerning this report, should be directed,  
P. Tyrrell, Racine.

## CAPITAL STOCK.

1. Capital stock authorized by purchase..... \$4,000,000 00
2. How many kinds of stock? One.
3. Amount of common stock..... 4,000,000 00
4. Amount of preferred stock.  
None.
5. Total capital stock ..... \$4,000,000 00
6. Proportion of stock for Wisconsin\*..... \$1,601,881 00
7. Rate of preference.
8. How much *common* stock has been issued since June 30th, 1876?  
None.
9. For what purpose? and what was received therefor?
10. How much *preferred* stock has been issued since June 30th, 1876?  
None.
11. For what purpose? and what was received therefor?

## FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin Lines.
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable.....	\$3,500,000 00	\$1,401,645
First mortgage, due February 1, 1896; interest 7 per cent., payable in New York semi-annually, Feb. 1st and Aug. 1st....	334,879 00	134,109
2. Amount of debt not secured by mortgage?.....		
3. Total funded and unfunded debt.....	\$3,834,879 00	\$1,535,754
4. Net cash realized from bonded debt, above described .....		
5. Proportion of debt, bonded and floating, for Wisconsin .....		\$1,535,754

\* Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this state compared with the whole. If made on a different basis please state the reasons therefor.



## COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin Lines.
1. What amount has been expended for right of way, between Sept. 30, 1876, and Sept. 30, 1877.....	Nothing.	.....
2. What for real estate, and for what purpose purchased?.....	Nothing.	.....
3. What has been expended in construction between Sept. 30, 1876 and Sept. 30, 1877.....	Nothing.	.....
4. What for improvement?.....	Nothing.	.....
5. What for other items of expense, for construction and equipment (equipment).....	\$8,000	\$3,204
6. What amounts, if any, have been paid for roads or portions of roads not built by company during the time mentioned.....	.....	.....
7. Total expended between Sept. 30, 1876, and Sept. 30, 1877. ....	\$8,000	\$3,204
8. Total cost of entire line, as per last report....	\$8,036,068	\$3,218,204
9. Total cost of entire line to date.. ....	\$8,044,068	\$3,221,408



**ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL  
PROPERTY IN THIS STATE.**

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading between Sept. 30, 1876, and Sept. 30, 1877....	We have nothing to report under this head, understanding it to mean new construction, etc. on new road.	.....
2. How much for bridges.....		.....
3. How much for tunnels.....		.....
4. How much for iron bridges.....		.....
5. How much for wooden bridges.....		.....
6. How much for ties and tying.....		.....
7. How much for iron rail, No. miles, lbs. wt. per yard, 30.....		.....
8. How much for steel rail, No. miles, — lbs. wt. per yard.....		.....
9. How much for chains, spikes, fish-bar, etc., estimate.....		.....
10. How much for laying track.....		.....
11. How much for passenger and freight stations, fixtures and furniture, as per schedule; No. stations.....		.....
12. How much for engine and car shops, No. —.....		.....
13. How much for machine shops, No. —.....		.....
14. How much for machinery and fixtures.....		.....
15. How much for engine houses, No. —.....		.....
16. How much for car sheds, No. —.....		.....
17. How much for turn tables, No. —.....		.....
18. How much for track and other scales, No. —.....		.....
19. How much for wood sheds and water stations, estimate No. —.....		.....
20. How much for fencing, — No. miles, — ..		.....
21. How much for elevators, No. —.....		.....
22. How much for locomotives and tenders, No. —. Av. wt. tons, —.....		.....
23. How much for snow plows, as per schedule, No. —. Av. wt. tons, —.....		.....
24. How much for wreckers, No. —. Av. wt. tons, —.....		.....
25. How much for passenger cars, 1st class, No. —. Av. wt. tons, —.....		.....
26. How much for passenger cars, 2d class, No. —. Av. wt. tons, —.....		.....
27. How much for baggage cars, No. —. Av. wt. tons, —.....		.....
28. How much for mail cars, No. —. Av. wt. tons, —.....		.....
29. How much for express cars, No. —. Av. wt. tons, —.....		.....
30. How much for freight cars, closed, No. —. Av. wt. tons, —.....		.....
31. How much for platform cars, No. —. Av. wt. tons, —.....		.....
32. How much for hand cars, No. —. Av. wt. tons, —.....		.....
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others.....		.....
34. How much for all other property not enumerated.....		.....
35. Total amount expended between Sept. 30, 1876, and Sept. 30, 1877.....		.....



## CHARACTERISTICS OF THE ROAD.

LENGTH OF ROAD.	MILES.		Weight of Rail per yard.
	Entire Length.	Length in Wisconsin.	
1. Length of main line of road from Racine, Wis., to Rock Island June, Ill.....	192.00	68.70	56
to State line. ....			
2. Length of double track on main line.....			
* BRANCHES — Name each.			
3. Length of branch.....	16.50	16.50	
From Elkhorn to Eagle Wisconsin, Length of double track on branch.....			
4. Length of branch.....	4.25		
From Watertown to Hampton Coal Mines, Ill., Length of double track on branch.....			
5. Length of branch.....			
From — to —. Length of double track on branch.....			
6. Length of branch.....			
From — to —. Length of double track on branch.....			
7. Total length of main line and branches.....	212.75	85.20	
8. Aggregate length of tracks operated by this company <i>computed as single track</i> , 212.75 miles.			
9. Aggregate length of sidings and other track not above enumerated, 26.18 miles.			
10. Number of junction stations, 9.			
11. What is the gauge of your line? 4 feet, 8½ inches.			

## DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	No. of persons employed.	Average salary per annum.
1. Division and assistant superintendents .....	1	\$1,350 00
Clerks in all offices.....	42	636 72
Master and assistant mechanics.....	4	1,395 00
Conductors .....	25	871 28
Engineers .....	29	1,075 55
Brakemen .....	52	552 42
Flagmen, switch-tenders, gate-keepers and watchmen.....	16	476 02
Station agents.....	46	667 03
Section men .....	187	358 39
Laborers.....	67	395 29
Other employees .....	179	684 12
Total .....	648	\$369,718 61

\* This includes leased lines — designate them as such — the earnings, expenses, etc., of which are given in this report.



*Doings of the Year in Transportation—continued.*

MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains ....	289,586	119,040
3. Number of miles run by freight and mixed trains .....	523,163	221,488
4. Number of miles run by construction and other trains.....	812,749 18,180	340,528 4,560
5. Total mileage .....	880,879	845,088
6. Total number of passengers carried .....	224,166	96,706
7. Total number tons freight carried one mile ..	43,522,130	22,005,156
8. Total number passengers carried one mile. ....	6,082,293	2,364,964
9. Average distance traveled by each passenger.	27.13	24.46
Miles per hour.		
10. The highest rate of speed allowed for express passenger and mail trains .....	25	
11. Schedule rates of same, including stops .....	20	
12. The highest rate of speed allowed for mail and accommodation trains.....		
13. Schedule of same, including stops .....		
14. The highest rate of speed allowed for freight trains .....	15	
15. Schedule rate of same, including stops .....	10	
16. Amount of freight carried per car.....		
17. TOTAL FREIGHT IN TONS.	Whole line.	In Wisconsin.
Grain .....	126,271	124,905
Flour .....	2,896	2,505
Provisions.....	8,823	4,088
Salt, cement, water lime and stucco.....	3,988	3,566
Manufactures, including agricultural implements, furniture and wagons.....	12,202	10,458
Live stock .....	21,738	8,617
Lumber and forest products.....	81,549	80,126
Iron, lead, and mineral products.....	2,540	2,540
Stone, brick, lime, sand, etc.....	9,561	2,387
Coal.....	107,874	30,192
Merchandise and other articles.....	58,002	48,589
Total tons.....	435,444	317,973



**EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1877.**  
MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS, EXPRESS, AND ALL OTHER SOURCES.			TOTALS.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Wisconsin.
<b>1876</b>									
October .....	\$19,681 19	\$7,481 93	\$93,403 24	\$50,388 62	\$4,061 94	\$1,136 57	\$117,146 37	\$59,007 12	
November .....	17,867 85	6,072 64	71,705 43	36,770 97	3,514 21	1,047 55	92,587 49	43,591 16	
December .....	15,596 45	5,480 63	60,723 70	29,407 45	3,160 47	819 82	79,480 62	35,707 90	
<b>1877</b>									
January .....	13,554 89	4,807 04	50,590 83	23,158 60	3,479 36	994 96	67,625 08	28,960 60	
February .....	14,437 85	5,238 01	40,698 72	18,669 38	3,492 58	1,032 56	58,629 15	24,939 95	
March .....	16,441 10	5,834 00	49,339 93	22,844 00	3,263 04	1,003 28	69,044 07	29,681 28	
April .....	16,605 11	6,279 79	45,464 83	19,345 64	3,132 27	1,013 32	65,202 21	26,638 75	
May .....	15,561 06	5,693 72	56,901 40	28,552 21	3,568 76	1,063 79	76,031 22	35,309 72	
June .....	17,539 31	6,730 73	48,300 93	25,608 11	3,401 11	1,047 86	69,241 35	33,881 20	
July .....	19,737 27	8,059 72	58,000 53	31,293 32	3,455 82	1,091 42	81,193 62	40,444 46	
August .....	18,887 30	7,331 90	81,558 30	44,231 56	3,887 96	1,104 62	104,333 56	52,668 08	
September .....	27,098 27	8,705 66	105,581 76	62,424 55	4,017 05	1,074 94	136,697 08	72,205 15	
Totals .....	\$212,507 65	\$77,715 77	\$762,269 60	\$392,689 41	\$42,494 57	\$12,430 19	\$1,017,211 32	482,835 37	



1. Earnings per mile of road . . . . .	\$4,781 25
2. Earnings per mile of road on freight . . . . .	3,582 94
3. Earnings per mile of road on passengers. . . . .	998 86
4. Earnings per train-mile run, on freight . . . . .	1 46
5. Earnings per train mile run, on passengers. . . . .	73
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight? As. . . . .	1 to 3 $\frac{52}{100}$
7. Average gross earnings per mile [212.75 miles] of road, exclusive of sidings. . . . .	4,781 25
8. Average net earnings per mile [212.75 miles] of road, exclusive of sidings . . . . .	1,548 37
9. Average net earnings per train-mile . . . . .	<u><u>40<math>\frac{52}{100}</math></u></u>

15—R. R.

[Doc. 15]



## EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1877.

PAYMENTS FOR CURRENT AND OPERATING EXPENSES.	Belonging to whole line	Belonging to Wis.
1. Maintenance of way:		
Repairs of track, including new and re-rolled iron rail in place of old iron rail.....	\$142,520 51	\$58,009 14
Repairs of bridges.....	17,309 22	5,029 92
Repairs of fences.....	8,530 76	1,284 04
New steel rail, vauled only as iron rail.* (No steel rail) .....		
Other expenses on way.....		
2. Maintenance of buildings .....	14,976 13	7,108 76
Maintenance of rolling stock:		
Locomotives.....	51,314 96	20,525 98
Passenger, baggage, mail and express cars.	15,645 26	6,258 10
Freight cars.....	47,805 91	19,122 36
Shop tools and machinery.....	3,766 18	1,506 47
4. Conducting transportation, and gen'l expenses:		
Management and general office.....	25,541 24	10,216 50
Foreign agency and advertising.....	2,676 47	1,070 59
Agents and station service.....	62,586 54	25,970 95
Conductors, bag. and brakemen .....	52,045 38	20,818 15
Engineers, firemen and wipers.....	59,164 65	23,665 86
Train and station supplies.....	14,427 26	5,770 90
Fuel consumed.....	60,837 12	24,364 85
Oil and waste.....	10,078 08	4,031 23
Personal expenses (included in other items) .....		
Damage to persons.....	632 02	94 50
Damage to property.....	606 50	192 50
Loss and damage to fr't and bag.....	2,016 85	806 74
Miscellaneous expenses.....	2,911 25	1,164 50
Legal expenses.....	4,024 79	1,609 92
Savannah transfer .....	13,086 50	
Car service.....	11,996 96	4,796 78
5. Current expenses:		
For taxes.....	27,447 12	17,694 00
For insurance.....	3,022 95	1,209 18
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid:		
Chi. R. I. & P. R. R. .... \$15,000 00		
Chi., Mil. & St. P. R'y..... 22,825 20		
	37,825 20	22,825 20
6. Total current operating expenses, being 67.6 per cent. of earnings.....	\$687,795 81	\$285,149 12
7. Average operating expenses per mile of road, exclusive of sidings.....	\$3,232 88	\$3,346 82
8. Average operating expenses per train mile....	85	84
9. Excess of earnings over operating and current expenses .....	329,416 01	197,686 25
10. Cost of maintaining track and bridges per mile run.....	19.67	18.51
11. Cost of repairs of engines per mile run.....	6.31	6.03
12. Cost of engineers, firemen and wipers per mile run.....	7.28	6.95
13. Cost of oil and waste per mile run... ..	1.24	1.18
14. Cost of fuel per mile run.....	7.49	7.16

\*In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)



*Expenses, etc.* — continued.

## PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to whole line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track. No steel rail .....		
16. New rail on new track. None .....		
17. New equipment .....	\$8,000 00	\$3,204 00
18. New bridges and culverts (not including replacements) .....		
19. Real estate bought during the year .....		
20. New tools and machinery .....		
21. New buildings .....		
22. Total paid for new investment on the length of the company's line since date of last report .....		
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year — specify particular ly .....		
23 $\frac{1}{2}$ . Interest and exchange .....	\$5,518 50	\$2,207 40
23 $\frac{3}{4}$ . Guaranty to Racine elevator .....	19,081 05	19,081 05
24. For interest on bonds .....	\$245,805 00	\$98,822 00
25. Dividends—rate — per cent. — on preferred stock. No dividend .....		
26. Dividends—rate — per cent. on common stock. No dividend .....		
27. Total payments in addition to operating expenses .....	\$278,404 55	\$122,814 45
28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state? None .....		
29. How was amount of dividends paid the past year — cash, stock or other- wise? Specify amounts and manner of payment. No dividends.		



GENERAL BALANCE SHEET, 1st OF OCTOBER, 1877.

ASSETS.	AMOUNT.	LIABILITIES.	AMOUNT.
Cost of road .....	\$7,000,000 00	First mortgage bonds .....	\$3,500,000 00
Construction and equipment .....	1,044,068 96	Common stock .....	4,000,000 00
Materials and fuel on hand .....	48,695 78	Due railroad and other companies .....	203,192 86
Due fr. m railroad and other companies .....	14,624 03	Bills payable .....	20,380 59
U. S. Gov't P. O. department .....	3,412 25	Unpaid vouchers and pay rolls .....	109,316 35
Station agents .....	6,281 00	Balance to income account .....	282,202 22
Total .....	\$8,117,082 02	Total .....	\$8,117,082 02



1. What regulations govern your employees in regard to crossings of other railroads, and are they found to be sufficient?  
All trains come to a full stop before crossing other railroads, and four hundred feet from the same, this regulation is found sufficient.
2. What regulations govern your employees in regard to crossings of public highways? And are these regulations found to be sufficient?  
Our time table rules require the engine bell be rung and whistle sounded before crossing public highways and we find them sufficient for the purpose.
3. What platform and coupler between passenger cars do you use?  
The Miller platform and coupler.
4. What kind of brakes do you use on passenger trains?  
Hand brakes.

#### U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?  
\$18,638.80 per annum for two trains each way daily.

#### EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?  
American Merchants' Union Express Company. Terms \$1,000 per month one trip each way daily. Allowed to carry three tons each way on passenger trains; all excess over three to be paid for at double first-class rates; freight received at our depots.

#### TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?  
None.

#### SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?  
Sleeping cars belong to the company, fare \$1.50 and \$1.00 according to distance. No dining cars.

#### ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?  
None.



10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?  
None.
11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?  
None.
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?  
None.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?  
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?  
None.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at all such points, state at what points such connections are not made, and the reasons therefor?  
We make connections at all junctions with other roads, as close as time table arrangements will permit. All connections are liable to be affected by change of time.
16. Have any swamp or other State lands been granted your Company since the date of your last report? If so, how many acres?  
No lands.
17. Have any United States lands been granted to your Company, directly or indirectly, since the date of your last report? What number acres received by your Company, directly or indirectly, since date of last report?
18. What number acres sold and conveyed since date of your last report?
19. Average price, per acre, realized?
20. To what corporations have you sold land? How much, and what price, since the date of your last report?
21. Number of acres now held by Company?
22. Average price asked for lands now held by Company?
23. Value of donations of right of way or other real estate received since the date of your last report?
24. Amount of city, county and town aid granted to Company in exchange for stock, or otherwise? Specify particulars since date of last report?
25. Total cash amount realized from such aid since date of your last report?
26. Amount of land sold, but not conveyed, under contracts now in force?
27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?
28. Whole amount of cash received, principal and interest, on outstanding contracts, in force since date of last report?
29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?
30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?
31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?



33. What is the amount now due the Company on lands sold, or contracted to be sold?
34. Are there any terminal points or places, on your line, in or out of this State, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.  
Milwaukee, Wis; Racine, Wis.; Rock Island, Ill,
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points, since the enactment of chapter 57 of the laws of 1876?  
No.
36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?  
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.  
See tariffs on file in the office of the R. R. Commissioner.
37. \* Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.  
See tariffs on file in the office of the R. R. Commissioner.
38. What is your present tariff per mile for passengers, both through and local?  
Local and through, 4 cents. Round trip, 3 cents.
39. What proportion of the passengers carried by you, in this state, purchase round-trip tickets? And what proportion purchase 500 mile tickets?  
About one-fourth purchase round trip, and one in every four hundred purchase 500 mile tickets.
40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57 of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force, both at the time and since the passage of said chapter.  
See tariffs.
41. Has your Company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*  
Our rules provide for the discharge of any employe using intoxicating liquors to excess.

\* The "distance tariff," with both rates noted thereon, will be a sufficient answer.



## ACCIDENTS.

Number of accidents.	STATEMENT OF EACH ACCIDENT.	PASSENGERS.				EMPLOYEES.				OTHERS.				Damages claimed.	Damages paid.
		Killed.	From causes beyond their control.	Killed.	By their own misconduct or want of caution.	Killed.	From causes beyond their control.	Killed.	By their own misconduct or want of caution.	Killed.	From causes beyond their control.	Killed.	By their own misconduct or want of caution.		
1	James Ryan, Oct. 18, 1876, Shirland.....														
2	C. H. Church, Oct. 18, 1876, Cordova.....														
3	J. Casford, Oct. 24, 1876, W. Union Junc.....														
4	Jno. Protxter, Nov. 2, 1876, Mt. Carroll.....														
5	Henry Schmelzer, Nov. 3, 1876, Union Grove.....														
6	Jno. Rausch, Nov. 11, 1876, Durand.....														
7	Francis Gee, Nov. 21, 1876, Freeport.....														
8	Chas. A. Paul, Dec. 15, 1876, Kinnickinic.....					1									
9	H. C. Williams, Jan. 2, 1877, Freeport.....														
10	Daniel Donahoe, May 11, 1877, Freeport.....														
11	Patrick Grace, May 14, 1877, Thomson.....														
12	Michael McMahon, May 24, 1877, Elkhorn.....														
13	Alex Rice, Aug. 5, 1877, Freeport.....														
14	William Jones, Sept. 24, 1877, Freeport.....														
	Total.....	1				1				6				8	8



1. Of the above accidents, those numbered as follows were caused by broken rails.  
Total No. None.
2. Of the above accidents those numbered as follows were caused by inattention of employees:  
Total No....
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:  
Total No. None.
4. Of the above accidents those numbered as follows were caused by explosions:  
Total No. None.
5. Amount paid as damages caused by fire from locomotives. .  
\$272.00.

**NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.**

	Number Killed.	Amount Paid.
1. Cattle.....	9	\$188 00
2. Horses .....	1	60 00
3. Mules.....		
4. Sheep.....	9	27 50
5. Hogs.....	12	64 00
6. Total .....	31	\$384 50

7. Amount claimed yet unsettled, or in litigation..  
\$1,162.50.

STATE OF WISCONSIN, *County of Racine* — ss.

D. A. Olin, General Superintendent, and P. Tyrrell, Auditor, of the Western Union Railroad Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1877, to the best of their knowledge and belief.

Signed.

D. A. OLIN,  
*Superintendent.*  
P. TYRRELL,  
*Auditor.*

[SEAL.]

Attest, F. G. RAMSEY,  
*Secretary.*

Subscribed and sworn to before me, a notary public, this nineteenth day of November, A. D. 1877.

[SEAL.]

JNO. B. WINSLOW,  
*Notary Public, Wis.*



REPORT  
OF THE  
WEST WISCONSIN RAILWAY COMPANY,  
AND WM. H. FERRY, RECEIVER.

For the year ending 30th September, 1877.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	OFFICES.	ADDRESS.	SALAR'S.
Wm. H. Ferry .....	Receiv'r from June 1, '77	Chicago, Ill. ....	
H. H. Porter .....	President .....	Chicago, Ill. ....	
J. H. Howe .....	1st Vice-President .....	Kenosha, Wis. ....	
H. H. Weakley .....	Secretary and L'nd Com	Hudson, Wis. ....	
Jno. C. Spooner .....	Solicitor .....	Hudson, Wis. ....	
R. P. Flower .....	Treasurer .....	New York City .....	
Wm. H. Ferry .....	General Manager .....	Chicago, Ill. ....	
E. W. Winter .....	General Superintendent	Hudson, Wis. ....	
F. B. Clarke .....	General Freight and Passenger Agent .....	St. Paul, Minn. ....	
C. D. W. Young .....	Auditor .....	Hudson, Wis. ....	
Total salaries .....			

1. General offices at Hudson, Wis.

NAMES OF DIRECTORS.	RESIDENCE.
J. H. Howe .....	Kenosha, Wis.
P. Sawyer .....	Oshkosh, Wis.
W. H. Ferry .....	Chicago, Ill.
H. Seibert .....	New York.
R. P. Flower .....	New York.
David Dows .....	New York.
G. Coplin .....	New York.
Thos Dreier .....	New York.
Horace Thompson .....	St. Paul, Minn.
N. W. Kitson .....	St. Paul, Minn.
John Comstock .....	Hudson, Wis.
E. W. Winter .....	Hudson, Wis.
Jno. C. Spooner .....	Hudson, Wis.
M. Hughitt .....	Chicago, Ill.
H. H. Porter .....	Chicago, Ill.



## EXECUTIVE COMMITTEE.

H. H. Porter.  
R. P. Flower.

J. H. Howe.

David Dows.  
W. H. Ferry.

2. Date of annual election of directors.  
First Wednesday in September.
3. Name and address of person to whom correspondence, concerning this report, should be directed.  
C. D. W. Young, Auditor, Hudson, Wis.

## CAPITAL STOCK.

1. Capital stock authorized by charter.
2. How many kinds of stock?  
The road passed into the hands of Wm. H. Ferry, receiver of the U. S. circuit court for the western district of Wisconsin, June 1, 1877.
3. Amount of common stock .....  
[He is not prepared to make report of stock, bonds and floating debt of the railway.]
4. Amount of preferred stock.....
5. Total capital stock .....  
.....
6. \*Proportion of stock for Wisconsin.....  
.....
7. Rate of preference.
8. How much *common* stock has been issued during the year ending September 30, 1877?
9. For what purpose? and what was received therefor?
10. How much *preferred* stock has been issued during the year ending September 30, 1876?
11. For what purpose? and what was received therefor?

\* Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this state compared with the whole. If made on a different basis please state the reason therefor.



## FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin lines.
1. Describe severally all outstanding classes of bonds, including amount, dates of issue, interest, where and when payable.....		
2. Amount of debt not secured by mortgage.....		
3. Total funded and unfunded debt.....		
No record, see page 2.		
4. Net cash realized from bonded debt, above described.....		
5. Proportion of debt, bonded and floating, for Wisconsin.....		

## COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin lines.
1. What amount has been expended for right of way, during the year ending, Sept. 30, 1877? .....	\$1,365 00	
2. What for real estate, and for what purpose purchased? None except for right of way.		
3. What has been expended for new fences during the year ending, Sept. 30, 1877? .....	1,575 17	
4. What for new buildings?.....	498 84	
5. Cost of new steel rail laid in excess of cost of new iron.....	4,550 50	
6. What amounts, if any, have been paid for roads or portions of roads not built by company during the time mentioned?.....		
7. Total expended between June 30, 1876, and Sept. 30, 1877.....	\$7,989 51	
8. Total cost of entire line, as per last report	\$10,132,845 76	
9. Total cost of entire line, to date.....	\$10,140,835 27	



**ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL  
PROPERTY IN THIS STATE.**

DESCRIPTION OF PROPERTY.	Total.	In Wiscon- sin.
1. What amount has been expended for grading during year ending Sept. 30, 1877 .....	Nothing for construction except as given on page 3.	.....
2. How much for bridges.....do...		.....
3. How much for tunnels.....do...		.....
4. How much for iron bridges.....do...		.....
5. How much for wooden bridges....do...		.....
6. How much for ties and tying.....do...		.....
7. How much for iron rails. No. miles .. Lbs. wt. per yard.....		.....
8. How much for steel rail No. miles... Lbs. weight per yard..... Nothing		.....
9. How much for chains, spikes, fish-bar..do...		.....
10. How much for laying track.....do...		.....
11. How much for passenger and freight stations, fixtures and furniture, as per schedule. No. stations....		.....
12. How much for engine and car shops. No..		.....
13. How much for machine shops. No...do...		.....
14. How much for machinery and fixtures.do...		.....
15. How much for engine houses. No. ...do...		.....
16. How much for car sheds. No... ..do...		.....
17. How much for turn tables. No... ..do...		.....
18. How much for track and other scales. No..		.....
19. How much for wood sheds and water stations. No... ..		.....
20. How much for fencing. No. miles... ..		.....
21. How much for elevators. No... ..		.....
22. How much for locomotives and tenders. No... Av. wt. tons....		.....
23. How much for snow plows, as per schedule. No... Av. wt. tons....		.....
24. How much for wreckers. No.. Av. wt. tons		.....
25. How much for passenger cars, 1st class. No... Av. wt. tons....		.....
26. How much for passenger cars, 2d class. No. ... Av. wt. tons....		.....
27. How much for baggage cars. No.. Av. wt. tons....		.....
28. How much for mail cars. No.. Av. wt. tons		.....
29. How much for exp. cars. No.. Av. wt. tons		.....
30. How much for freight cars, closed. No. ... Av. wt. tons ...		.....
31. How much for platf'm cars. No.. Av. wt. tons		.....
32. How much for hand cars. No.. Av. wt. tons		.....
33. How much for machinery and tools to accom- pany trains, repair track, etc., used by track- men or others.....		.....
34. How much for all other property not enum'd.		.....
35. Total amount expended between June 30, 1875, and Sept. 30, 1876.....		.....



## CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.	MILES.		Weight of rail per yard.
	Entire Length.	Length in Wis- consin.	
1. Length of main line of road from St. Croix Lake Elroy .....	177 $\frac{5}{16}$	177 $\frac{5}{16}$	50@60
2. Length of main line from Elroy to St. Paul (leased from St. Croix river to St. Paul).....	197 $\frac{5}{16}$	177 $\frac{5}{16}$	50@60
*BRANCHES—Name each.			
3. Length of branch .....			
From Stillwater Junction to Stillwater—leased.	3 $\frac{5}{16}$		50@60
4. Length of branch .....			
From — to —. Length of double track on branch .....			
5. Length of branch .....			
From — to —. Length of double track on branch .....			
6. Length of branch .....			
From — to —. Length of double track on branch .....			
7. Total length of main line and branches.....	201 $\frac{3}{16}$		

8. Aggregate length of tracks operated by this company, computed as single track, as above, 201 $\frac{3}{16}$  miles.

9. Aggregate length of sidings and other track not above enumerated, about 8 $\frac{5}{16}$  miles.

10. Number of junction stations, seven.

11. What is the gauge of your lines? 4 feet 8 $\frac{1}{2}$  inches.

## DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	Number of persons Employed.	Average salary per annum.
1. Division and assistant superintendents.....		
Clerks in all offices.....		
Master and assistant mechanics .....		
Conductors .....		
Engineers .....		
Brakemen .....		
Flagmen, switch-tenders, gate-k'pers and watchmen .....		
Station agents.....		
Section men .....		
Laborers.....		
Other employees.....		

\* This includes leased lines—designate them as such—the earnings, expenses, etc., of which are given in this report.



*Doings of the Year in Transportation — continued.*

MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains.....	216,063	No record.
3. Number of miles run by freight and mixed trains not including switching .....	240,202	"
4. Number of miles run by working trains...	83,288	"
5. Total mileage, not including switching.....	539,553	"
6. Total number of passengers carried.....	118,085	No record.
7. Total number tons freight carried one mile....	23,614,475	"
8. Total number passengers carried one mile.....	7,083,919	"
9. Average distance traveled by each passenger ..	59.8 <sup>2</sup> / <sub>10</sub> miles.	"
Miles per hour.		
10. The highest rate of speed allowed for express passenger trains.....		
11. Schedule rates of same, including stops.....		
12. The highest rate of speed allowed for mail and accommodation trains.....		
13. Schedule of same, including stops.....		
14. The highest rate of speed allowed for freight trains.....	15	
15. Schedule rate of same, including stops, about..	15	
16. Amount of freight carried per car. No record.		
17. TOTAL FREIGHT IN TONS.		
Grain. No record .....		
Flour. No record .....		
Provisions. No record.....		
Salt, cement, water-lime and stucco. No record .....		
Manufactures, including agricultural implements, furniture and wagons. No record .....		
Live stock. No record.....		
Lumber and forest products. No record.....		
Iron, lead and mineral products. No record.....		
Stone, brick, lime, sand, etc. No record.....		
Coal. No record.....		
Merchandise and other articles. No record....		
Total tons.....		



## EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS, EXPRESS, AND ALL OTHER SOURCES.		TOTALS.	
	Whole Line.	Wisconsin.	Whole Line.	Wisconsin.	Whole Line.	Wisconsin.	Whole Line.	Wisconsin.
1876.								
October .....	\$32,942 85	\$29,846 59	\$56,431 19	\$51,622 96	\$1,337 09	\$1,222 11	\$90,711 13	\$82,691 66
November .....	22,511 94	19,914 06	55,173 29	48,810 71	2,742 16	2,425 72	80,432 39	71,150 49
December .....	17,015 83	15,052 19	43,307 05	42,732 42	2,783 25	2,462 07	68,106 13	60,246 68
1877.								
January .....	10,614 20	9,389 32	30,603 13	27,071 53	2,826 61	2,500 42	44,043 94	38,961 27
February .....	11,835 52	10,469 70	28,865 30	25,534 24	2,634 78	2,374 96	43,385 60	38,378 90
March .....	16,271 70	14,893 95	31,410 96	27,786 14	2,893 77	2,559 83	50,576 43	44,739 92
April .....	20,226 75	17,892 58	42,297 11	37,416 02	2,722 66	2,408 47	65,246 52	57,717 07
May .....	17,846 70	15,787 19	32,030 51	28,334 19	2,854 34	2,524 95	52,731 55	46,646 33
June .....	18,467 40	16,155 89	33,730 50	30,340 01	2,755 88	2,479 38	54,943 73	48,975 28
July .....	18,615 16	16,445 47	28,235 95	25,254 90	2,762 07	2,485 54	49,613 18	44,185 91
August .....	20,446 63	18,176 08	33,139 07	30,276 22	2,836 87	2,548 63	56,422 07	51,000 93
September .....	22,211 00	19,574 66	58,738 49	55,122 65	2,684 73	2,410 55	83,624 23	77,107 86
Totals .....	\$229,005 68	\$208,097 68	\$478,947 55	\$430,801 99	\$31,863 71	\$28,402 63	\$739,836 94	\$661,802 30



1. Earnings per mile of road.....	\$3,677 12
2. Earnings per mile of road on freight.....	2,380 45
3. Earnings per mile on passengers.....	1,138 19
4. Earnings per train-mile run, on freight.....	1 38
5. Earnings per train-mile run, on passengers.....	1 20
6. Of the earnings of the entire line, what is the ratio of the passenger to the freight?..... as .. to ..	
7. Average gross earnings per mile [201 $\frac{1}{2}$ miles] of road, exclusive of sidings.....	3,677 12
8. Average net earnings per mile [.. miles] of road, exclusive of sidings.....	
9. Average net earnings per train-mile.....	

## OPERATING EXPENSES.

Repairs of engines and tenders.....	\$28,006 69
“ cars.....	46,577 64
“ buildings.....	2,532 84
“ fences, gates and crossings.....	626 99
“ bridges and culverts.....	18,842 88
“ track.....	158,574 49
“ tools and machinery.....	4,466 43
Fuel used by locomotives.....	40,024 16
Fuel and lights used in cars and at stations.....	5,205 50
Oil and waste used.....	5,694 46
Office and station furniture and expenses.....	1,966 29
Furniture and fixtures for cars.....	591 21
Foreign agents.....	7,441 52
Advertising.....	4,633 93
Stationery, printed blanks, tickets, etc.....	3,329 42
Engine-men, firemen and wipers.....	42,323 34
Conductors, baggagemen and brakemen.....	27,045 11
Laborers and switchmen at stations.....	31,798 93
Agents and clerks.....	44,959 60
Superintendence.....	27,599 83
Rents.....	12,692 28
Loss and damage (freight and baggage.....	488 51
“ “ (stock killed, etc.).....	1,356 66
Injury to persons.....	951 40
Teaming freight, baggage and mails.....	51 67
Insurance.....	1,398 40
Miscellaneous expenses.....	13,592 78
Car hire balance.....	9,967 04
New York office expenses.....	47 01
Extraordinary renewals and repairs.....	8,606 43
Total.....	\$551,893 44
Add for taxes.....	27,689 08
Add for rent of Hudson branch.....	10,599 96
*Add for rent of St. Paul, Stillwater & Taylor Falls R. R.....	12,622 32
Add interest and exchange.....	4,726 19
Total.....	\$607,530 99

\* From January 1 to Sept. 30, 1877.



*Expenses, etc. — continued.*

## PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to Whole Line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track .....	See page 3.	.....
16. New rail on new track .....		.....
17. New equipment .....		.....
18. New bridges and culverts (not including re- placements) .....		.....
19. Real estate bought during the year. ....		.....
20. New tools and machinery .....		.....
21. New buildings. ....		.....
22. Total paid for new investment on the length of the company's line since date of last report .....		.....
23. Amounts paid in cash, stock, bonds, or other- wise, for extensions, new lines and branches, during the past year — specify particularly. ....		.....
Total now investment.....		.....
24. For interest on bonds .....		.....
25. Dividends—rate — per cent.— on preferred stock .....		.....
26. Dividends—rate — per cent.— on common stock. ....		.....
Total payments in addition to operating expenses .....		.....
28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state?....		.....

29. How was amount of dividends paid the past year — cash, stock, or other  
wise? Specify amounts, and manner of payment.



# GENERAL BALANCE SHEET, 1st OF OCTOBER, 1877.

[FROM LEDGER OF WM. H. FERRY, RECEIVER.]

ASSETS.	AMOUNT.	LIABILITIES.	AMOUNT.
Improvement account.....		Floating debt; covering pay rolls unpaid;	
Stock of material and fuel; balance due from		vouchers f r supplies, etc., not yet due;	\$104,805 09
station agents, U. S. P. O. Dep't., Am. Express		taxes not yet due, etc.....	50,367 65
Co., various individuals and corporations;		Income account .....	
cash on hand, etc, less balance due to Railroad		Total.....	\$155,172 74
Co.'s and Transportation lines .....	154,925 44		
Total.....	\$155,172 74		



1. What regulations govern your employees in regard to crossings of other railroads, and are they found to be sufficient?  
Full stop 400 feet from crossing.
2. What regulations govern your employees in regard to crossings of public highways? And are these regulations found to be sufficient?  
Bell rung and whistle sounded.
3. What platform and coupler between passenger cars do you use?  
Miller coupler buffer and platform.
4. What kind of brakes do you use on passenger trains?  
Westinghouse air brakes and hand brakes on each car.

#### U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?  
\$68.86 per mile per annum Elroy to St. Paul; \$27.00 per mile per annum Stillwater Junction to Stillwater.  
Postal cars are furnished for exclusive use of P. O. Department on day trains.

#### EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?  
The American Express Co. The freight is taken at depots. They occupy one half space of baggage car which is lighted, warmed and repaired by the railway. The Express Company pay \$60 per working day on a limited tonnage.

#### TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?  
Cars of connecting roads and transportation companies are hauled in our trains in the interchange of business. When such cars are used,  $\frac{3}{4}$ c. @ 1c. per mile per car is paid to owners for actual distance run in our service.

#### SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?  
Pullman Palace sleeping cars run on all passenger trains, for the use of which this road pays two cents per mile run, which covers the use of same and ordinary repairs.  
In case of accident this road pays the cost of repairs. About \$1.00 for double berth is charged in addition to regular first-class passenger fare.



## ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?  
Not any.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?  
Not any.
11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation, or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?  
Not any.
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?  
Not any.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossings or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.  
Connection is made with all roads at junction points.
16. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?  
None.
17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number acres received by your company, directly or indirectly, since date of last report?  
2,984.07 acres.
18. What number acres sold and conveyed since date of your last report?  
85,841.97 acres.
19. Average price per acre realized?  
\$5.32.
20. To what corporations have you sold land? How much, and what price, since the date of your last report?  
None.
21. Number of acres now held by company?  
528,784.69 acres.
22. Average price asked for lands now held by company?  
No estimate.
23. Value of donations of right of way or other real estate received since the date of your last report?  
None.
24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars since date of last report.  
Nothing.
25. Total cash amount realized from such aid since date of your last report?  
Nothing.



26. Amount of land sold, but not conveyed, under contracts now in force?  
130,153.59 acres.
27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report? }  
28. Whole amount of cash received, principal and interest, on outstanding contracts in force, and hitherto sold and conveyed since date of last report? } \$151,282.74.
29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?  
None.
30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?  
\$3,989.70.
31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?  
\$190,760.77
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to present time?  
\$1,448,388.73.
33. What is the amount now due the Company on lands sold, or contracted to be sold?  
\$515,930.41.
34. Are there any terminal points or places, on your lines in, or out, of this state, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.  
Chicago, Milwaukee, St. Paul and Minneapolis.
35. † Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57 of laws of 1876?  
The tariffs attached to the last report are still in force.
36. † Have you made any reductions in such rates, from any stations, since the passage of said chapter?  
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt, and coal.
37. \* † Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.  
The tariffs attached to the last report are still in force.
38. What is your present tariff per mile for passengers, both through and local?  
Local tariff hereto attached. The through rates are not governed by a fixed tariff, but are made to meet the requirements of circumstances.
39. What proportion of the passengers carried by you, in this State, purchase round trip tickets? And what proportion purchase 500-mile tickets?  
No record kept.
40. † Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.  
The tariffs attached to the last report are still in force.
41. Has your Company any rule governing your conductors, engineers, and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*  
The use of intoxicating liquors involves instant dismissal.

\* The "distance tariff," with both rates noted thereon, will be a sufficient answer.

† Classification revised to Sept. 1, 1877, hereto attached.



# ACCIDENTS.

Number of accidents.	STATEMENT OF EACH ACCIDENT.  Give name of person, date and place of accident.	PASSENGERS.				EMPLOYEES.				OTHERS.				Damages claimed.	Damages paid.
		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
1	A. Walbensinger, Nov. 10, 1876, Red Cedar Bridge.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	John Brannan, Oct. 22, 1876, near Merrillan.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Grant, Dec. 24, 1876, Eau Claire.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Frank Sweeney, March 17, 1877, near Wilson.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Enos Warden, May 18, 1877, near Hersey.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Chas Hovey, June 11, 1877, near Wis. Valley Junc.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	E. Go-drich, Sept. 13, 1877, Elk Mound.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	P. A. Sharpe, Sept. 5, 1877, near Camp Douglas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Jerry Connor, Sept. 22, 1877, Eau Claire.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

1 Injured by slipping into culvert after leaving the cars.  
 2 Drunk on truck, asleep.  
 3 Slipped off bridge in the dark.  
 4 Drunk, and probably asleep on track. Not on duty at the time.



1. Of the above accidents, those numbered as follows were caused by broken rails.  
Total No.
2. Of the above accidents those numbered as follows were caused by inattention of employees:  
Total No....
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:  
Total No.
4. Of the above accidents those numbered as follows were caused by explosions:  
Total No.
5. Amount paid as damages caused by fire from locomotives.

**NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.**

	Number Killed.	Amount Paid.
1. Cattle.....	44	\$800 00
2. Horses .....	4	195 00
3. Mules.....	.....	.....
4. Sheep.....	5	12 50
5. Hogs.....	5	.....
6. Total .....	58	\$1,007 50

7. Amount claimed yet unsettled, or in litigation..  
\$182.00.

STATE OF WISCONSIN, *County of St. Croix* — ss.

E. W. Winter, General Superintendent, and C. D. W. Young Auditor, of the West Wisconsin Railway Company, and of Wm. H. Ferry, Receiver, from June 1st, 1877, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and of said receiver, and having carefully examined the same declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1877, to the best of their knowledge and belief.

Signed.

E. W. WINTER,  
C. D. W. YOUNG,

[SEAL.]

Subscribed and sworn to before me, a notary public, this fifteenth day of November, A. D. 1877.

[SEAL.]

S. A. QUALE,  
*Notary Public, St. Croix Co., Wis.*



REPORT  
OF THE  
PHILLIPS & COLBY CONSTRUCTION COMPANY,  
OPERATING THE  
WISCONSIN CENTRAL RAILROAD,  
For the year ending September 30, 1877.

OFFICERS AND OFFICES OF THE COMPANY OPERATING.

NAMES.	OFFICES.	ADDRESS.	SALAR'S.
E. B. Phillips .....	President.....	Milwa'kee, Wis. ....	.....
Henry Pratt .....	1st Vice-President .....	Milwa'kee, Wis. ....	.....
E. H. Abbott .....	Secretary .....	Milwa'kee, Wis. ....	.....
Chas. L. Colby .....	Solicitor .....	Boston, Mass. ....	.....
E. B. Phillips .....	Treasurer .....	Milwa'kee, Wis. ....	.....
Edward Bacon .....	General Manager .....	Milwa'kee, Wis. ....	.....
.....	Superintendent .....	Milwa'kee, Wis. ....	.....
Henry Pratt .....	Chief Engineer .....	Milwa'kee, Wis. ....	.....
M. H. Riddell .....	General Ticket Agent..	Milwa'kee, Wis. ....	.....
Henry Pratt .....	General Freight Agent.	Milwa'kee, Wis. ....	.....
.....	Auditor .....	Milwa'kee, Wis. ....	.....
Total salaries.....	.....	.....	.....

1. General offices at Milwaukee, Wis., and Boston, Mass.

NAMES OF DIRECTORS.	RESIDENCE.
E. B. Phillips.....	Milwaukee, Wis.
Chas. L. Colby .....	Milwaukee, Wis.
Henry Pratt .....	Milwaukee, Wis.

EXECUTIVE COMMITTEE.

None.



2. Date of annual election of directors.  
First Tuesday in March.
3. Name and address of person to whom correspondence, concerning this report, should be directed.  
E. B. Phillips, President, Milwaukee, Wis.

## CAPITAL STOCK.

1. Capital stock authorized by charter..... \$200,000 00
2. How many kinds of stock?  
One.
3. Amount of common stock ..... 200,000 00
4. Amount of preferred stock.....
5. Total capital stock ..... \$200,000 00
6. \*Proportion of stock for Wisconsin..... All.
7. Rate of preference.  
None.
8. How much *common* stock has been issued during the year ending September 30, 1877?  
None.
9. For what purpose? and what was received therefor?
10. How much *preferred* stock has been issued during the year ending September 30, 1878?  
None.
11. For what purpose? and what was received therefor?

## FUNDED AND UNFUNDED DEBT.

	Total. .	Wisconsin lines.
1. Describe severally all outstanding classes of bonds, including amount, dates of issue, interest, where and when payable.....		
2. Amount of debt not secured by mortgage.....		
3. Total funded and unfunded debt.....		
4. Net cash realized from bonded debt, above described .....		
5. Proportion of debt, bonded and floating, for Wisconsin.....		

\* Unless some good reason exists to the contrary, this proportion—and all other estimates of the same character—should be for the miles of road in this state compared with the whole. If made on a different basis please state the reasons therefor.



## COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin lines.
1. What amount has been expended for right of way, during the year ending, Sept. 30, 1877? .....	\$22,493 03 .....	
2. What for real estate, and for what purpose purchased? .....		
3. What has been expended in construction dur- ing the year ending, Sept. 30, 1877? .....	1,106,543 05 .....	
4. What for improvements? .....		
5. What for other items of expense, for construc- tion and equipment .....		
6. What amounts, if any, have been paid for roads or portions of roads not built by company during the time mentioned? .....		
7. Total expended between Sept. 30, 1876, and Sept. 30, 1877 .....	\$1,128,976 08 .....	
8. Total cost of entire line, as per last report .....	\$8,836,555 81 .....	
9. Total cost of entire line, to date .....	\$9,965,531 89 .....	



**ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL  
PROPERTY IN THIS STATE.**

DESCRIPTION OF PROPERTY.	Total.	In Wisconsin.
1. What amount has been expended for grading during year ending Sept. 30, 1877 .....	\$256,502 68	.....
2. How much for bridges.....	100,025 06	.....
3. How much for clearing and grubbing.....	45,091 53	.....
4. How much for ballast.....	29,928 79	.....
5. How much for docks.....	9,302 20	.....
6. How much for ties.....	30,879 71	.....
7. How much for iron rails. No. miles .. Lbs. wt. per yard.....	373,571 07	.....
8. How much for steel rail No. miles... Lbs. weight per yard.....		.....
9. How much for chains, spikes, fish-bar..do....		.....
10. How much for laying track.....do....	25,635 56	.....
11. How much for passenger and freight stations, fixtures and furniture, as per schedule. No. stations.....	36,800 09	.....
12. How much for engine and car shops. No....		.....
13. How much for machine shops. No....do....		.....
14. How much for machinery and fixtures.do....	3,228 59	.....
15. How much for salaries, rents, etc., acc't of construction.....	77,104 46	.....
16. How much for engineering.....	28,064 37	.....
17. How much for outfit.....	3,981 23	.....
18. How much for telegraph.....	6,277 82	.....
19. How much for wood sheds and water stations. No....	10,570 23	.....
20. How much for fencing. No. miles....	8,358 72	.....
21. How much for elevators. No....		.....
22. How much for locomotives and tenders. No.... Av. wt. tons....		.....
23. How much for snow plows, as per schedule. No.... Av. wt. tons....		.....
24. How much for wreckers. No.. Av. wt. tons		.....
25. How much for passenger cars, 1st class. No.... Av. wt. tons....		.....
26. How much for passenger cars, 2d class. No. .... Av. wt. tons....	61,220 99	.....
27. How much for baggage cars. No.. Av. wt. tons....		.....
28. How much for mail cars. No.. Av. wt. tons		.....
29. How much for exp. cars. No.. Av. wt. tons		.....
30. How much for freight cars, closed. No. .... Av. wt. tons ....		.....
31. How much for plat'f'm cars. No.. Av. wt. tons		.....
32. How much for hand cars. No.. Av. wt. tons		.....
33. How much for machinery and tools to accompany trains, repair track, etc., used by trackmen or others.....		.....
34. How much for all other property not enum'd.....		.....
35. Total amount expended between Sept. 30, 1876, and Sept. 30, 1877.....	\$1,106,543 05	.....



## CHARACTERISTICS OF THE ROAD.

LENGTH OF ROAD.	MILES.		Weight of Rail per yard.
	Entire Length.	Length in Wis- consin.	
1. Length of main line of road from Menasha to Ashland, Lake Superior.....	249.3	.....	.....
2. Length of double track on main line.....	.....	.....	.....
* BRANCHES — Name each.			
3. Stevens Point to Portage. Length of branch... From — to —. Length of double track on branch.....	71.2	.....	.....
4. Milwaukee & Northern Railway. Length of line le sed.....	120.0	.....	.....
From Schwartzburg to Menasha & Green Bay.....	.....	.....	.....
5. Chicago, Milwaukee & St. Paul Railway. Length of branch.....	9.0	.....	.....
From Milwaukee to Schwartzburg.....		.....	.....
6. Length of branch.....	.....	.....	.....
From — to —. Length of double track on branch.....	.....	.....	.....
7. Total length of main line and branches.....	449. <sup>5</sup> / <sub>10</sub>	.....	.....
8. Aggregate length of tracks operated by this company <i>computed as single track</i> , 440. <sup>5</sup> / <sub>10</sub> miles.			
9. Aggregate length of sidings and other track not above enumerated, 33 <sup>1</sup> / <sub>2</sub> miles.			
10. Number of junction stations, 7.			
11. What is the gauge of your line? 4 feet, 8 <sup>1</sup> / <sub>2</sub> inches.			

## DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	No. of persons employed.	Average salary per annum.
1. Division and assistant superintendents.....	.....	.....
Clerks in all offices.....	20	\$682 00
Master and assistant mechanics.....	78	655 20
Conductors.....	24	800 00
Engineers.....	28	991 40
Firemen.....	26	569 66
Brakemen.....	47	540 00
Flagmen, switch-t'ders, gate-k'p'rs & watchmen	20	452 66
Station agents.....	62	466 00
Section men.....	226	428 00
Laborers.....	22	317 60
Other employees.....	61	520 00

\* This includes leased lines — designate them as such — the earnings, expenses, etc., of which are given in this report.



*Doings of the Year in Transportation — continued.*

MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wisconsin.
2. Number of miles run by passenger trains ....	331,167	.....
3. Number of miles run by freight and mixed trains .....	416,183	.....
4. Number of miles run by construction and other trains.....	35,629	.....
5. Total mileage .....	782,929	.....
6. Total number of passengers carried .....	152,072½	.....
7. Total number of freight carried one mile .....	22,984,236.8½	.....
8. Total number passengers carried one mile. ....	5,889,867	.....
9. Average distance traveled by each passenger.	38.7½	.....
Miles per hour.		
10. The highest rate of speed allowed for express passenger and mail trains .....	25	.....
11. Schedule rates of same, including stops .....	22	.....
12. The highest rate of speed allowed for mail and accommodation trains.....	25	.....
13. Schedule of same, including stops .....	22	.....
14. The highest rate of speed allowed for freight trains .....	12	.....
15. Schedule rate of same, including stops .....	9	.....
16. Amount of freight carried per car.....	7½ tons.	.....
17. TOTAL FREIGHT IN TONS.	Whole line.	In Wisconsin.
Grain .....	27,163.48	.....
Flour .....	7,750.16	.....
Mill feed .....	4,030.81	.....
Provisions.....	2,543.51	.....
Potatoes and other farm products.....	4,173.51	.....
Salt, cement, water lime and stucco.....	1,814.03	.....
Manufactures, including agricultural implements, furniture and wagons.....	4,753.75	.....
Hay.....	1,805.43	.....
Live stock .....	3,404.05	.....
Lumber and forest products.....	124,273.23	.....
Iron, lead, and mineral products.....	3,397.77	.....
Stone, brick, lime, sand, etc.....	6,552.47	.....
Coal.....	4,176.73	.....
Merchandise and other articles.....	25,996.62	.....
Total tons.....	221,835.54	.....



## EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS, EXPR'S, AND ALL OTH- ER SOURCES.		TOTALS.	
	Whole Line.	Wiscon- sin.	Whole Line.	Wiscon- sin.	Whole Line.	Wiscon- sin.	Whole Line.	Wiscon- sin.
1876.								
October .....	\$20,267 06		\$46,450 10		\$2,623 46		\$69,340 62	
November.....	20,051 66		41,745 18		2,514 43		64,311 27	
December ....	17,721 89		43,084 85		2,327 95		63,134 69	
1877.								
January . ....	12,348 04		45,333 69		2,245 50		59,927 23	
February ....	13,761 06		40,189 84		2,471 62		56,422 52	
March .....	16,293 27		45,692 17		2,588 05		64,572 49	
April .....	19,040 82		35,590 57		2,464 96		57,096 35	
May .....	15,656 32		38,236 18		2,588 09		56,480 59	
June .....	15,808 76		35,639 75		2,644 49		54,093 00	
July .....	18,170 31		35,427 52		2,844 14		56,441 97	
August .....	15,536 15		32,890 32		2,819 95		51,246 42	
September....	17,553 13	Same.	45,025 60	Same.	3,096 87	Same.	65,675 60	Same.
Totals.....	202,207 47	....	485,305 77	....	31,229 51	....	718,743 75	....

1. Earnings per mile of road 449.5..... \$1,598 98
2. Earnings per mile of road on freight 449.5..... 1,079 66
3. Earnings per mile of road on passengers 449.5..... 449 85
4. Earnings per train-mile run, on freight (416,133)..... 116 6
5. Earnings per train mile run, on passengers (331,167)..... 61
6. Of the earnings of the entire line, what is the ratio of the pas-  
senger to the freight? As..... 1 to 2.4
7. Average gross earnings per mile [449.5 miles] of road, ex-  
clusive of sidings..... 1,598 98
8. Average net earnings per mile [449.5 miles] of road, exclu-  
sive of sidings..... 566 78
9. Average net earnings per train-mile (789,929)..... 325



## EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

		Belonging to whole line	Belonging to Wis.
1. Maintenance of way:			
Repairs of track, including new and re-rolled iron rail in place of old iron rail...	\$168,000 42	.....	.....
Repairs of bridges.....	5,119 11	.....	.....
Repairs of fences.....	399 24	.....	.....
	<u>\$113,518 77</u>	.....	.....
New steel rail, valued only as iron rail.* .....		.....	.....
Other expenses on way .....		.....	.....
2. Maintenance of buildings .....		5,406 75	.....
3. Maintenance of rolling stock:			
Locomotives.....	\$20,917 16	.....	.....
Passenger, baggage, mail and ex- press cars .....	19,109 97	.....	.....
Freight cars.....	18,263 08	.....	.....
Dump cars.....	566 88	.....	.....
Shop tools and machinery.....	1,101 64	.....	.....
	<u>59,958 73</u>	.....	.....
4. Conducting transportation, and gen- eral expenses:			
Management and general office...	45,194 01	.....	.....
Foreign agency and advertising..	4,178 80	.....	.....
Agents and station service.....	43,188 16	.....	.....
Conductors, bag, and brakemen ..	45,286 59	.....	.....
Engineers, firemen, watchmen and wipers .....	55,241 09	.....	.....
Train and station supplies.....	8,175 29	.....	.....
Fuel consumed.....	52,543 97	.....	.....
Oil and waste.....	8,934 67	.....	.....
Personal expenses .....		.....	.....
Damage to persons.....	615 17	.....	.....
Damage to property by fire and cattle killed .....	1,677 79	.....	.....
Loss and damage to fr't and bag..	1,091 49	.....	.....
Legal expenses.....	587 83	.....	.....
Other general operating expenses, teleg. operating and supplies, car and engine service and sundries	10,480 73	.....	.....
	<u>282,195 59</u>	.....	.....
5. Current expenses:			
For taxes.....		2,893 48	.....
For insurance.....			.....
		<u>\$463,973 32</u>	.....
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid:			.....
Mil. & Northern and Chi., Mil. & St. P. R'y .....	\$145,806 48	.....	.....
6. Total current operating expenses, being 65 $\frac{1}{2}$ per cent. of earnings .....		<u>\$463,973 32</u>	.....

\*In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)



*Expenses, etc.* — continued.

7. Average operating expenses per mile of road, exclusive of sidings (449.5).....	\$1,032 19
8. Average operating expenses per train mile (782,929).....	.593
9. Excess of earnings over operating and current expenses (782,929).....	254,769 43
10. Cost of maintaining track and bridges per mile run (782,929)	.144
11. Cost of repairs of engines per mile run (782,929).....	.0267
12. Cost of engineers, watchmen, firemen and wipers per mile run (782,929).....	.07
13. Cost of oil and waste per mile run (782,929)....	.011
14. Cost of fuel per mile run (782,929).....	.067

## PAYMENTS IN ADDITION TO OPERATING EXPENSES.\*

	Belonging to Whole Line.	Belonging to Wisconsin.
15. New steel rails, excess of cost over iron rail, old track .....		
16. New rail on new track .....		
17. New equipment .....		
18. New bridges and culverts (not including re-placements) .....		
19. Real estate bought during the year .....		
20. New tools and machinery .....		
21. New buildings .....		
22. Total paid for new investment on the length of the company's lines since date of last report....		
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year — specify particulars....		
Total new investments .....		
24. For interest on bonds etc. ....		
25. Dividends — rate — per cent. — on preferred stock .....		
26. Dividends — rate — per cent. — on common stock .....		
Total payments in addition to operating expenses .....		
28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state? .....		

29. How was amount of dividends paid the past year — cash, stock or other wise? Specify amounts and manner of payment.







1. What regulations govern your employees in regard to crossings of other railroads, and are they found to be sufficient?  
All trains stop before reaching crossing and proceed only when way is known to be clear. This rule has been found sufficient.
2. What regulations govern your employees in regard to crossings of public highways? And are these regulations found to be sufficient?  
Bell is rung at all crossings.
3. What platform and coupler between passenger cars do you use?  
Miller.
4. What kind of brakes do you use on passenger trains?  
Hand brakes.

#### U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?  
Rate is not fully determined.

#### EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?  
American Express Company. Miscellaneous business. Received at stations. Rate from once to once and a half first class rates.

#### TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so in what particular?  
None.

#### SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?  
Sleeping cars run by this company. \$1.50 for double berth from Chicago or Milwaukee to Green Bay or Stevens Point

#### ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?  
No.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?  
No.



11. Have you acquired any lines in or out of this State, by purchase, lease, consolidation or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?  
No, except completion of lines by construction of Northern Division to Lake Superior, and of Southern Division to Portage City.
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?  
No.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?  
No.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?  
No change since last report.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossing or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor?  
We make connections with other roads at their crossings to the best of our ability.
16. Have any swamp or other State lands been granted your Company since the date of your last report? If so, how many acres?  
None. The land reports herewith we make for the Wisconsin Central Railroad Company, although not properly within our province.
17. Have any United States lands been granted to that Company, directly or indirectly, since the date of your last report? What number acres received by that Company, directly or indirectly, since date of last report?  
Yes, 47,004.92 acres.
18. What number acres sold and conveyed since date of your last report?  
19,713.13.
19. Average price, per acre, realized?  
\$1.98.
20. To what corporations have you sold land? How much, and what price, since the date of your last report?  
Wisconsin Valley Railway. 80 acres—\$60.80.
21. Number of acres now held by Company?  
422,554.79.
22. Average price asked for lands now held by Company?  
Estimated average, \$2.00.
23. Value of donations of right of way or other real estate received since the date of your last report?
24. Amount of city, county and town aid granted to Company in exchange for stock, or otherwise? Specify particulars since date of last report?
25. Total cash amount realized from such aid since date of your last report?
26. Amount of land sold, but not conveyed, under contracts now in force?  
10,311.61 acres.
27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report?  
\$8,199.38.
28. Whole amount of cash received, principal and interest, on outstanding contracts, in force since date of last report?  
\$15,128.67.
29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?  
\$200.



30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?  
\$37,588.80.
31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?  
\$54,422.74.
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to the present time?  
\$167,677.43.
33. What is the amount now due the Company on lands sold, or contracted to be sold?  
\$32,579.97.
34. Are there any terminal points or places, on your line, in or out of this State, to and from which the larger portion of the freight transported on your lines is carried? If so, name them.  
A larger part of our business has come to and passes through Milwaukee than any other station.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points, since the enactment of chapter 57 of the laws of 1876?  
Rates practically the same.
36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?  
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt and coal.
37. \* Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.
38. What is your present tariff per mile for passengers, both through and local?  
Three to four cents.
39. What proportion of the passengers carried by you, in this state, purchase round-trip tickets? And what proportion purchase 500-mile tickets?  
41 per cent. 13 per cent.
40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57 of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force, both at the time and since the passage of said chapter.  
No.
41. Has your Company any rule governing your conductors, engineers and trainmen concerning the use of intoxicating liquors? *If so, what is it, and is it enforced?*  
Extract from rule 24: "The use of intoxicating liquors as a beverage will be considered just cause of dismissal from the service of the company."

\* The "distance tariff," with both rates noted thereon, will be a sufficient answer.



# ACCIDENTS.

No. of Accidents.	STATEMENT OF EACH ACCIDENT.	PASSENGERS.				EMPLOYERS.				OTHERS.				Damages Claimed.	Damages Paid.
		Killed.	Injured.	From causes beyond their control.	By their own misconduct or want of caution.	Killed.	Injured.	From causes beyond their control.	By their own misconduct or want of caution.	Killed.	Injured.	From causes beyond their control.	By their own misconduct or want of caution.		
1	Charles McCreddie, Oct. 15, 1876; Milwaukee; lost part of foot; slipped off engine.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	J. G. Scully, fell between cars on moving train, near Grafton, N. v. 30, 1876.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Sam Barry, lying on track near Chelsea, body frozen stiff, Dec. 25, 1876.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Mighty Wash (Indian) walking on track near Marshfield, March 20, 1877, struck by train, and run over.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Wm Scullin, tramp, stealing a ride, big toe cut off, and foot smashed, Aug. 15, 1877; Chilton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Cyrus Welch (alias St. Denis), found dead on track north of Chilton. Sept. 5, 1877; supposed to have fallen from train intoxicated.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	E. Coburn, supposed to have fallen from top of car, where he was last seen; Weyauwega, Sept. 8, 1877.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....



1. Of the above accidents, those numbered as follows were caused by broken rails.  
Total No.....
2. Of the above accidents those numbered as follows were caused by inattention of employees:  
Total No.....
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:  
Total No.....
4. Of the above accidents those numbered as follows were caused by explosions:  
Total No.....
5. Amount paid as damages caused by fire from locomotives.

**NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.**

	Number Killed.	Amount Paid.
1. Cattle .....	79	.....
2. Horses .....	15	.....
3. Mules .....	1	.....
4. Sheep .....	32	.....
5. Hogs .....	13	.....
6. Total .....	140	\$1,677 79

7. Amount claimed yet unsettled, or in litigation.

**REMARKS.**

This is the number of animals killed during the year, but the amount, \$1,677.79, represents what was paid for stock killed prior to as well as during the year.

STATE OF WISCONSIN, }  
County of Milwaukee, } ss.

E. B. Phillips, President, and Henry Pratt, Secretary, of the Phillips & Colby Construction Company, operating the Wisconsin Central Railroad, being duly sworn, depose and say, that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1877, to the best of my knowledge and belief.

Signed.

[SEAL.]

E. B. PHILLIPS,  
HENRY PRATT.

Subscribed and sworn to before me, this 20th day of December, A. D. 1877.

STEPHEN KNOWLTON,

[SEAL.]

Notary Public, Wis.



**REPORT**  
**OF THE**  
**WISCONSIN VALLEY RAILROAD COMPANY**

For the year ending 30th September, 1877.

**OFFICERS AND OFFICES OF THE COMPANY OPERATING.**

NAMES.	OFFICES.	ADDRESS.	SAL'RIES
James F. Joy.....	President.....	Detroit, Mich.....	
Jno. N. Dennison.....	1st Vice President.....		
	Secretary and Treasurer	Boston, Mass.....	
	Treasurer.....	do.....	
	General Manager.....		
F. O. Wyatt.....	General Superintendent..	Tomah, Wis.....	
do.....	Chief Engineer.....	do.....	
C. H. Warren.....	General Ticket Agent..	do.....	
do.....	General Freight Agent..	do.....	
	Auditor.....		
Total Salaries.....			

1. General offices at Tomah, Wis.

NAMES OF DIRECTORS.	RESIDENCE.
James F. Joy.....	Detroit, Mich.
H. H. Hunnewell.....	Boston, Mass.
Nathaniel Thayer.....	Boston, Mass.
Sidney Bartlett.....	Boston, Mass.
John A. Burnham.....	Boston, Mass.
Francis Bartlett.....	Boston, Mass.
Nathaniel Thayer, Jr.....	Boston, Mass.
W. J. Rotch.....	Boston, Mass.
H. A. Whitney.....	Boston, Mass.
Seth Reeves.....	Grand Rapids, Wis.
Alex Steward.....	Wausau.

**EXECUTIVE COMMITTEE.**

None.



2. Date of annual election of directors. Second Wednesday in June.  
 3. Name and address of person to whom correspondence, concerning this report, should be directed,  
 F. O. Wyatt, Supt.

## CAPITAL STOCK.

1. Capital stock authorized by charter..... \$3,000,000 00  
 2. How many kinds of stock? One common.  
 3. Amount of common stock.  
     Stock subscribed for by municipalities paid in bonds.. 75,000 00  
     Stock subscribed by individuals and other corporations  
       paid in cash..... 10,000 00  
     Stock subscribed paid for in land..... 25,000 00  
     As a part of the consideration for cash received for  
       bonds at 80 cents..... 441,000 00  
 4. Amount of preferred stock.  
     None.  
 5. Total capital stock ..... \$551,000 00  
 6. Proportion of stock for Wisconsin.\*  
     All.  
 7. Rate of preference.  
     None.  
 8. How much *common* stock has been issued since Sept. 30th, 1876?  
     None.  
 9. For what purpose? and what was received therefor?  
 10. How much *preferred* stock has been issued since Sept. 30th, 1876?  
     None.  
 11. For what purpose? and what was received therefor?

## FUNDED AND UNFUNDED DEBT.

	Total.	Wisconsin Lines.
1. Describe severally all outstanding classes of bonds, including amounts, dates of issue, interest, where and when payable. ....	\$1,790,000 00	\$1,790,000 00
Dated March 1, 1873, principal and inter- est at 8 per cent., payable at Boston, Massachusetts, due March 1, 1893. ....	.....	.....
2. Amount of debt not secured by mortgage?....	None.	.....
3. Total funded and unfunded debt. ....	\$1,790,000 00	\$1,790,000 00
4. Net cash realized from bonded debt, above described .....	1,430,000 00	.....
5. Proportion of debt, bonded and floating, for Wisconsin .....	All.	.....

\*Unless some good reason exists to the contrary, this proportion — and all other estimates of the same character — should be for the miles of road in this state compared with the whole. If made on a different basis, please state the reasons therefor.



## COST OF ROAD AND EQUIPMENT.

	Total.	Wisconsin Lines.
1. What amount has been expended for right of way, between Sept. 30, 1876, and Sept. 30, 1877.....	6,338 50	All.
2. What for real estate, and for what purpose purchased?.....	None.	.....
3. What has been expended in construction between Sept. 30, 1876 and Sept. 30, 1877.....	16,699 18	.....
4. What for improvement?.....	.....	.....
Discount on sundry construction accounts..	2,300 00	.....
5. What for other items of expense, for construction and equipment .....	9,719 34	.....
6. What amounts, if any, have been paid for roads or portions of roads not built by company during the time mentioned.....	None.	.....
7. Total expended between Sept. 30, 1876, and Sept. 30, 1877.....	\$35,057 02	.....
8. Total cost of entire line, as per last report....	\$1,736,791 07	.....
Cost of equipment.....	265,764 53	.....
9. Total cost of entire line to date.. .....	\$2,037,612 62	.....



**ORIGINAL COST AND PRESENT ESTIMATED VALUE OF TOTAL  
PROPERTY IN THIS STATE.**

DESCRIPTION OF PROPERTY.	Total.	In Wiscon- sin.
1. What amount has been expended for grading between Sept. 30, 1876, and Sept. 30, 1877....	\$1,685 78	.....
2. How much for bridges—all wooden .....	5,199 13	All.
3. How much for tunnels.....	.....	.....
4. How much for iron bridges. [All wooden]....	.....	.....
5. How much for wooden bridges.....	.....	.....
6. How much for ties and tying.....	631 68	.....
7. How much for iron rail, No. miles, $1\frac{1}{4}$ ; lbs. wt. per yard, 50.....	2,329 92	.....
8. How much for steel rail, No. miles, — lbs. wt. per yard, rerolled.....	.....	.....
9. How much for chains, spikes, fish-bar, etc.,....	329 87	.....
10. How much for laying track .....	184 87	.....
11. How much for passenger and freight stations, fixtures and furniture, as per schedule; No. stations, 1; section 2.....	594 78	.....
12. How much for engine and car shops, No. — .....	.....	.....
13. How much for machine shops, No. — .....	.....	.....
14. How much for machinery and fixtures.....	.....	.....
15. How much for engine houses, No. — .....	.....	.....
16. How much for car sheds, No. — .....	.....	.....
17. How much for turn tables, No. — .....	.....	.....
18. How much for track and other scales, No. — .....	.....	.....
19. How much for wood sheds and water stations, No. 1.....	214 89	.....
20. How much for fencing, No. miles, 5.....	1,799 97	.....
21. How much for elevators, No. — .....	.....	.....
22. How much for locomotives and tenders, No. — Av. wt. tons, — .....	.....	.....
23. How much for snow plows, as per schedule, No. —. Av. wt. tons, — .....	.....	.....
24. How much for wreckers, No. —. Av. wt. tons, — .....	.....	.....
25. How much for passenger cars, 1st class, No. — Av. wt. tons, — .....	.....	.....
26. How much for passenger cars, 2d class, No. — Av. wt. tons, — .....	.....	.....
27. How much for baggage cars, No. —. Av. wt. tons, — .....	.....	.....
28. How much for mail cars, No. —. Av. wt. tons, — .....	.....	.....
29. How much for express cars, No. —. Av. wt. tons, — .....	.....	.....
30. How much for freight cars, closed, No. — Av. wt. tons, — .....	.....	.....
31. How much for platform cars, No. —. Av. wt. tons .....	.....	.....
32. How much for hand cars, No. —. Av. wt. tons .....	.....	.....
33. How much for machinery and tools to accom- pany trains, repair track, etc., used by track- men or others.....	.....	.....
Switches and frogs.....	254 83	.....
Engineering.....	544 71	.....
Right of way.....	6,338 50	.....
Old construction and legal expenses.....	2,928 75	.....
34. How much for all other property not enumerated .....	10,066 79	.....
35. Total amount expended between Sept. 30, 1876, and Sept. 30, 1877 .....	\$23,037 68	.....



## CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.	MILES.		Weight of rail per yard.
	Entire Length.	Length in Wisconsin.	
1. Length of main line of road from Tomah to 1 1.8 miles north of Wausau.....	89 $\frac{1}{2}$	All.	50
2. Length of double track on main line.....			
*BRANCHES — Name each.			
3. Length of branch .....			
From — to —.....			
4. Length of branch .....			
From — to —. Length of double track on branch .....			
5. Length of branch .....			
From — to —. Length of double track on branch .....			
6. Length of branch .....			
From — to —. Length of double track on branch .....			
7. Total length of main line and branches.....	89 $\frac{1}{2}$		50

8. Aggregate length of tracks operated by this company, computed as single track, as above, 89  $\frac{1}{2}$  miles.  
 9. Aggregate length of sidings and other track not above enumerated, about 11  $\frac{1}{2}$  miles.  
 10. Number of junction stations, four.  
 11. What is the gauge of your lines? 4 feet 8  $\frac{1}{2}$  inches.

## DOINGS OF THE YEAR IN TRANSPORTATION.

CHARACTER OF SERVICE.	Number of persons Employed.	Average salary per annum.
1. Division and assistant superintendents.....	1	
Clerks in all offices.....	2	\$1,080
Master and assistant mechanics .....	1	1,440
Conductors .....	4	3,360
Engineers .....	5	4,500
Brakemen .....	8	6,480
Flagmen, switch-tenders, gate-k'pers and watchmen .....	2	1,080
Station agents.....	15	8,500
Section men .....	50	18,000
Laborers.....	10	4,000
Other employees.....	10	3,000

\* This includes leased lines — designate them as such — the earnings, expenses, etc., of which are given in this report.



*Doings of the Year in Transportation — continued.*

MILEAGE AND TONNAGE.	MILES.	
	Whole line.	In Wis-consin.
2. Number of miles run by passenger trains.....	56,340	All.
3. Number of miles run by freight and mixed trains	64,100	"
4. Number of miles run by construction and other trains.....	14,940	"
5. Total mileage.....	135,380	"
6. Total number of passengers carried.....	35,825	All.
7. Total number tons freight carried one mile....	5,205,335.375	"
8. Total number passengers carried one mile....	918,983	"
9. Average distance traveled by each passenger ..	1 $\frac{5}{100}$ miles.	"
Miles per hour.		
10. The highest rate of speed allowed for express passenger trains.....	25	All.
11. Schedule rates of same, including stops.....	18	
12. The highest rate of speed allowed for mail and accommodation trains.....	25	
13. Schedule of same, including stops.....	18	
14. The highest rate of speed allowed for freight trains.....	15	
15. Schedule rate of same, including stops.....	8 $\frac{1}{2}$	
16. Amount of freight carried per car, 20,000 Min., 24,000 Max.....		
17. TOTAL FREIGHT IN TONS.	Whole line	In Wis-consin.
Grain.....	1,591.59	All.
Flour.....	1,331.55	
Provisions.....	878.88	
Salt, cement, water-lime and stucco.....	263.42	
Manufactures, including agricultural imple-ments, furniture and wagons. ....	174.36	
Live stock.....	105.4	
Lumber and forest products.....	63,548.55	
Iron, lead and mineral products.....	30.	
Stone, brick, lime, sand, etc.....	418.66	
Coal.....	89.	
Merchandise and other articles.....	6,302.83	
Total tons.....	74,644.28	



## EARNINGS DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## MONTHLY EARNINGS FROM ALL SOURCES.

MONTHS.	PASSENGERS.		FREIGHT.		MAILS, EXPR'S, AND ALL OTHER SOURCES.		TOTALS.	
	Whole line.	Wis.	Whole line.	Wis.	Whole line.	Wis.	Whole line.	Wis.
1876								
October .....	\$4,568 48		\$12,543 96		\$484 42		\$17,596 86	
November.....	3,890 39		7,873 35		679 75		12,443 49	
December.....	3,404 27		4,897 83		506 43		8,808 53	
1877								
January .....	2,255 70	All.	6,032 49	All.	666 97	All.	8,935 16	All.
February .....	2,648 95		8,740 88		1,070 12		12,459 95	
March .....	3,624 90		11,686 25		1,113 08		16,424 23	
April .....	4,669 92		12,762 76		74 77		17,407 45	
May .....	3,887 96		14,216 72		74 93		18,679 61	
June .....	3,244 62		11,898 88		130 71		16,274 21	
July .....	3,512 97		15,298 85		86 00		18,897 82	
August.....	4,249 22		11,306 25		91 02		15,646 49	
September....	4,707 01		11,541 36		55 62		16,303 99	
Totals.....	\$44,064 39	....	\$128,799 55	....	\$5,043 82	....	\$177,907 79	....

1. Earnings per mile of road .....	\$1,976 75
2. Earnings per mile of road on freight.....	1,431 10
3. Earnings per mile on passengers.....	545 65
4. Earnings per train-mile run, on freight.....	2.004
5. Earnings per train-mile run, on passengers .....	\$87 16
6. O. the earnings of the entire line, what is the ratio of the passenger to the freight? As.....	1 to 2 $\frac{7}{16}$
7. Average gross earnings per mile [90 miles] of road, exclusive of sidings .....	\$1,976 75
8. Average net earnings per mile [90 miles] of road, exclusive of sidings .....	775 15
9. Average net earnings per train-mile. Total mileage.....	52 $\frac{1}{16}$



## EXPENSES DURING THE YEAR ENDING SEPTEMBER 30, 1877.

## PAYMENTS FOR CURRENT AND OPERATING EXPENSES.

	Belonging to Whole Line.	Belonging to Wis- consin.
1. Maintenance of way —		
Iron rails.....	\$1,861 48	
Repairs of track, including new and re-rolled iron rail in place of old iron rail.....	33,255 38	
Repairs of bridges.....	1,175 09	
Repairs of fences.....		
New steel rail, valued only as iron rail*.....		
Other expenses on way.....	1,356 87	
2. Maintenance of buildings.....	584 12	
3. Maintenance of rolling-stock —		
Locomotives.....	2,930 62	
Passenger, baggage, mail and express cars.....	2,726 41	
Freight cars.....	8,187 55	
Shop tools and machinery.....	554 31	
4. Conducting transportation and general expenses —		
Management and general office.....	6,040 24	
Foreign agency and advertising.....		
Agents and station service.....	9,288 29	
Conductors, baggage and brakemen.....	6,818 45	
Engineers, firemen and wipers.....	10,757 90	
Train and station supplies.....	869 26	
Fuel consumed.....	12,298 50	
Oil and waste.....	2,461 50	
Personal expenses.....		
Water service.....	2,698 51	
Damage to persons.....		
Damage to property.....	116 42	
Stock killed.....	1,026 50	
Loss and damage to freight and baggage.....		
Legal expenses.....		
Other general operating expenses as per items be- low.....	3,186 91	
5. Current expenses —		
For taxes.....		
For insurance.....		
Lease or privilege of other roads whose earnings are included in this report, giving name and amounts paid.....		
6. Total current operating expenses, being 60.07 per cent. of earnings.....	108,144 31	
7. Average operating expenses per mile of road, ex- clusive of sidings.....	1,201 60	
8. Average operating expenses per train-mile.....	80 07	
9. Excess of earnings over operating and current ex- penses.....	69,763 48	
10. Cost of maintaining track and bridges per mile run.....	0.25 $\frac{1}{10}$	
11. Cost of repairs of engines per mile run.....	0.02 $\frac{1}{10}$	
12. Cost of engineers and firemen per mile run.....	0.03 $\frac{1}{10}$	
13. Cost of oil and waste per mile run.....	0.01 $\frac{1}{10}$	
14. Cost of fuel per mile run.....	0.09 $\frac{1}{10}$	

All.

\*In substituting steel rail for iron rail, the cost of iron rail only should be charged to operating account, and the excess carried to extraordinary expenses. (See next page.)



*Expenses, etc.*—continued.

## PAYMENTS IN ADDITION TO OPERATING EXPENSES.

	Belonging to whole line.	Belonging to Wisconsin.
15. New steel rail, excess of cost over iron rail, old track.....	All in construction account.	.....
16. New rail on new track.....		.....
17. New equipment.....		.....
18. New bridges and culverts (not including replacements).....		.....
19. Real estate bought during the year.....		.....
20. New tools and machinery.....		.....
21. New buildings.....		.....
22. Total paid for new investment on the length of the company's line since date of last report.....		.....
23. Amounts paid in cash, stock, bonds, or otherwise, for extensions, new lines and branches, during the past year—specify particularly.....		.....
Total new investment .....		.....
24. For interest on bonds. None.....		.....
25. Dividends—rate — per cent. — on preferred stock. None.....		.....
26. Dividends—rate — per cent. on common stock. None.....		.....
27. Total payments in addition to operating expenses.....		.....
28. What amount of money have you expended for building roads out of the state, from proceeds arising from business done on your roads in this state? None.....		.....
29. How was amount of dividends paid the past year—cash, stock or other- wise? Specify amounts and manner of payment. None.		



## GENERAL BALANCE SHEET, 1st OF OCTOBER, 1877.

ASSETS.	LIABILITIES.	
	DOLLARS.	CTS.
J. N. Denison, Treas.	517	51
Expense account .....	98	64
Coupon account .....	299,898	64
H. H. Hunnewell, Trust, A. ....	32,966	67
H. H. Hunnewell, Trust, B. ....	9,500	00
J. N. Denison, agent .....	37,063	72
Cash .....	6,273	40
Construction accounts .....	1,771,848	09
Supplies .....	16,631	77
Equipment .....	265,764	53
Passenger ticket account .....	2,969	06
Operating expenses .....	43,745	70
	\$2,487,277	73
Capital stock .....	\$60,000	00
Mortgage bonds .....	1,789,064	31
Bills payable .....	30,000	00
Donation account .....	7,750	00
Knowlton Ex. S. Fund .....	88,505	42
Unpaid vouchers .....	2,631	68
Land account .....	20,500	00
Bond scrip .....	35,650	00
Unpaid coupons .....	419,832	00
J. M. Smith, land agent .....	4,000	00
Passenger earnings .....	19,101	78
Freight earnings .....	64,262	06
Miscellaneous earnings .....	189	05
Mail earnings .....	1,012	95
Express earnings .....	278	48
	\$2,487,277	73



1. What regulations govern your employees in regard to crossings of other railroads, and are they found to be sufficient?  
All trains come to a full stop at sign 400 feet from crossing. Found to be sufficient.
2. What regulations govern your employees in regard to crossings of public highways? And are these regulations found to be sufficient?  
Whistle and ring bell. Found to be sufficient.
3. What platform and coupler between passenger cars do you use?  
Miller patent platform, coupler and buffer.
4. What kind of brakes do you use on passenger trains?  
Hand brake.

#### U. S. MAIL.

5. What is the compensation paid you by the U. S. government for the transportation of its mails, and on what terms of service?  
Mail carried on compensation as per act of congress, March 3, 1873.

#### EXPRESS COMPANIES.

6. What express companies run on your road, and on what terms, and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express companies?  
American Express Co. Goods carried on local freight tariff 1st class.

#### TRANSPORTATION COMPANIES.

7. What freight and transportation companies run on your road, and on what terms, and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular?  
None running on line.

#### SLEEPING CARS.

8. Do sleeping or dining cars run on your road, and if so, on what terms are they run, by whom are they owned, and what charges are made in addition to the regular passenger rates?  
No sleepers run.

#### ADDITIONAL QUESTIONS.

9. Have you acquired any additional chartered rights or privileges under the special or general laws of this state, directly or indirectly, since your last report?  
None.
10. Have you acquired any such additional rights or privileges under the laws, general or special, of any other state, since your last report?  
None.



11. Have you acquired any lines in or out of this state, by purchase, lease, consolidation, or otherwise, since your last report? If yes, give full particulars relating thereto, including length of line, location thereof, at what point or place connection is made with old line; terms of purchase or lease, and brief statement of reasons for making such purchase or lease, and whether made by consent of stockholders?  
None.
12. Do you, by purchase or ownership of capital stock, or in any other manner, control any other railroad corporation owning or having under its control a parallel or competing line?  
None.
13. Does any officer of your company act as the officer of any other railroad corporation, owning or having the control of a parallel or competing line?  
None.
14. What running arrangements have you with other railroad companies, setting forth the contracts for the same, made since the date of your last report?  
No other company running on or operating any part of the line.
15. Have you such arrangements with other railroad companies crossing or connecting with your lines, as enable passengers to make close connections with trains on such lines, at all such crossings or connecting points? If so, when were such arrangements made? If not at *all* such points, state at *what* points such connections are not made, and the reasons therefor.  
Connections are made with all lines crossing the road.
16. Have any swamp or other state lands been granted your company since the date of your last report? If so, how many acres?  
None.
17. Have any United States lands been granted to your company, directly or indirectly, since the date of your last report? What number acres received by your company, directly or indirectly, since date of last report?  
None.
18. What number acres sold and conveyed since date of your last report?
19. Average price per acre realized?
20. To what corporations have you sold land? How much, and what price, since the date of your last report?
21. Number of acres now held by company?  
130,000 acres.
22. Average price asked for lands now held by company?  
\$2 per acre.
23. Value of donations of right of way or other real estate received since the date of your last report?  
None.
24. Amount of city, county and town aid granted to company in exchange for stock, or otherwise? Specify particulars since date of last report.  
None.
25. Total cash amount realized from such aid since date of your last report?  
None.
26. Amount of land sold, but not conveyed, under contracts now in force?  
\$9,666.92.
27. The whole amount of cash, principal and interest, received for lands hitherto sold and conveyed, since date of last report? } \$22,591.69.
28. Whole amount of cash received, principal and interest, on outstanding contracts in force, since date of last report? }
29. Whole amount of cash received, principal and interest, on contracts forfeited, since date of last report?  
Nothing.
30. Whole amount of cash received for stumpage, trespasses, etc., since date of last report?  
\$3,528.75.



31. What have been your total receipts from lands sold, and contracted to be sold, since the date of last report?  
\$17,582.68.
32. What is the aggregate sum of receipts on account of lands, from all sources whatever, up to present time?  
\$52,117.58.
33. What is the amount now due the Company on lands sold, or contracted to be sold?  
\$11,873.70.
34. Are there any terminal points or places, on your lines in, or out, of this state, to and from which the larger portion of the freight transported on your line is carried? If so, name them.  
To and From Wausau. Northern terminus.
35. Have you made any advance in the rates of freight, from stations on your lines, to such terminal points since the enactment of chapter 57 of laws of 1876?  
None.
36. Have you made any reductions in such rates, from any stations, since the passage of said chapter?  
None.  
If you answer either of the questions in the affirmative, annex to your reply schedules, naming the stations, with distance and rates in force at the time, and since the passage of said chapter, on 1st, 2d, 3d and 4th class of freight, and upon flour, grain, live stock, agricultural implements, salt, and coal.  
None.
37. \* Have you made such advance or reduction on your rates of freight between other stations on your line? If yes, annex a schedule to your reply, showing what the advance or reduction has been on the articles above named.  
No changes.
38. What is your present tariff per mile for passengers, both through and local?  
Through 4½c. Local, 5c.
39. What proportion of the passengers carried by you, in this State, purchase round trip-tickets? And what proportion purchase 500-mile tickets?  
None.
40. Have you made any advance in the rates of freight for lumber, since the passage of chapter 57, of the laws of 1876? If so, annex to your reply a schedule, naming the stations and rates in force both at the time and since the passage of said chapter.  
None.
41. Has your Company any rule governing your conductors, engineers, and trainmen concerning the use of intoxicating liquors? If so, what is it, and is it enforced?  
Total abstinence. Yes.

\* The "distance tariff," with both rates noted thereon, will be a sufficient answer.







1. Of the above accidents, those numbered as follows were caused by broken rails.  
Total No.  
None.
2. Of the above accidents those numbered as follows were caused by inattention of employees:  
Total No.  
None.
3. Of the above accidents those numbered as follows were caused by collisions not properly coming under 2:  
Total No.  
None.
4. Of the above accidents those numbered as follows were caused by explosions:  
Total No.  
None.
5. Amount paid as damages caused by fire from locomotives.  
None.

**NUMBER AND KIND OF FARM-ANIMALS KILLED, AND AMOUNT OF DAMAGES PAID THEREFOR.**

	Number Killed.	Amount Paid.
1. Cattle.....	31	\$715 50
2. Horses .....	3	235 00
3. Mules.....		
4. Sheep.....		
5. Hogs.....	5	26 00
6. Total .....	39	\$1,026 50

7. Amount claimed yet unsettled, or in litigation..  
None.

**REMARKS.**



STATE OF WISCONSIN, *County of Monroe* — ss.

C. H. Warren, Ass't Sup't, and W. R. Morrison, Ass't Treas. of the Wisconsin Valley Railroad Co., being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this company, and having carefully examined the same declare them to be a true, full and correct statement of the condition and affairs of said company, on the first day of October, A. D. 1877, to the best of their knowledge and belief.

Signed.

[SEAL.]

C. H. WARREN,  
W. R. MORRISON.

Subscribed and sworn to before me, a notary public, this thirteenth day of October, A. D. 1877.

[SEAL.]

S. F. NICE,  
*Justice of the Peace.*



Table No. 1.  
RAILROAD LINES AND PARTS OF LINES IN WISCONSIN.  
With their locality, length of track, width of track, etc., for A. D. 1877.

NAME OF ROADS, And divisions of roads in Wisconsin.	LOCATION OF LINES.		Mileage of divisions in Wisconsin.	Mileage of total lines operated in Wisconsin.	Length of di- visions.	Total mile- age of lines operated.	Width of track in feet and inches.	Weight of rail in lbs. per yard.
	From.	To.						
CHICAGO, MILWAUKEE & ST. PAUL—								
La Crosse Division.....	Milwaukee.....	La Crosse.....	196 00	.....	196 00	.....	.....	.....
Prairie du Chien Division.....	Milwaukee.....	Prairie du Chien.....	193 00	.....	193 00	.....	.....	.....
Madison Division.....	Watertown.....	Madison.....	37 00	.....	37 00	.....	.....	.....
Northern Division.....	Milwaukee.....	Portage.....	96 00	.....	96 00	.....	.....	.....
Northern Division.....	Horicon.....	Berlin.....	43 00	.....	43 00	.....	.....	.....
Northern Division.....	Rush Lake.....	Winneconne.....	14 00	.....	14 00	.....	.....	.....
Northern Division.....	Milwaukee.....	Schwarzbach.....	6 00	.....	6 00	.....	.....	.....
Northern Division.....	Ripon.....	Oshkosh.....	20 00	.....	20 00	.....	.....	.....
Southern Wisconsin Division.....	Milton.....	Monroe.....	42 00	.....	42 00	.....	.....	.....
Chicago Division.....	Milwaukee.....	Chicago.....	85 00	.....	85 00	.....	.....	.....
Iowa and Minnesota Division.....	McGregor.....	St. Paul.....	212 00	.....	212 00	.....	.....	.....
Iowa and Minnesota Division.....	Co. over.....	Decorah.....	10 00	.....	10 00	.....	.....	.....
Iowa and Minnesota Division.....	Mendota.....	Minneapolis.....	9 00	.....	9 00	.....	.....	.....
River Division.....	North McGregor.....	McGregor.....	1 00	.....	1 00	.....	.....	.....
River Division.....	La Crescent.....	St. Paul.....	128 00	.....	128 00	.....	.....	.....
Iowa and Dakota Division.....	Calmar.....	Algona.....	126 00	.....	126 00	.....	.....	.....
Iowa and Dakota Division.....	Austin.....	Mason City.....	40 00	.....	40 00	.....	.....	.....
Hastings and Dakota Division.....	Hastings.....	Glencoe.....	75 00	.....	75 00	.....	.....	.....
Illinois and Iowa Division.....	Sabula.....	Marion.....	87 00	.....	87 00	.....	.....	.....
			685 00	685 00	1420 00	1420 00	4 84	86 to 80



CHICAGO & NORTHWESTERN —					
Galena Division.....	Chicago.....	E. end Miss. R. B.	187.00		
Galena Division, Freeport Line.....	Chicago.....	Freeport.....	121.00		
Galena Division, Fox River Line.....	Elgin.....	Geneva Lake.....	44.50		
Galena Division.....	Batavia.....	St. Charles.....	5.60		
Iowa Division.....	E. end Miss. Brgd.	Clinton.....	1.10		
Iowa Division.....	Clinton.....	Cedar Rapids.....	81.30		
Iowa Division.....	Cedar Rapids.....	Missouri River.....	271.60		
Iowa Division.....	Clinton.....	Lyons.....	2.60		
Iowa Division.....	Stanwood.....	Tipton.....	8.50		
Iowa Division.....	Belvidere.....	Madison.....	68.90		
Madison Division.....	Madison.....	Elroy.....	74.20		
Madison Division.....	Elroy.....	Winona Junction.....	54.90		
Madison Division.....	Winona Junction.....	Winona.....	29.00		
Milwaukee Division.....	Chicago.....	Milwaukee.....	85.00		
Wisconsin Division.....	Kenosha.....	Rockford.....	72.10		
Wisconsin Division.....	Chicago.....	Ft. Howard.....	242.20		
Peninsula Division.....	Ft. Howard.....	Mich. State Line.....	49.45		
Wisconsin Division.....	Chicago.....	Montrose.....	5.20		
Galena Division.....	Chi. So. Brch Jc.	River.....	4.50		
Peninsula Division.....	Mich. State Line.....	Escanaba.....	64.65		
Peninsula Division.....	Escanaba.....	Lake Angeline.....	68.00		
Peninsula Division.....	Branches.....	Mines.....	39.80		
Total, Chicago & Northwestern Ry.			1531.10	1531.10	4-8½ 56 to 60
PROPRIETARY ROADS.					
Winona & St. Peter R. R.	Winona.....	Lake Kampeska.....	327.00		
Winona, Mankato and New Ulm R. R.	Mankato Junction.....	Mankato.....	3.75		
Iowa Midland Ry.	Lyons.....	Annosa.....	68.40		
Northwestern Union Ry.	Milwaukee.....	Fond du Lac.....	62.63		
			462.18	1998.28	



TABLE No. 1.—*Railroad lines and parts of lines in Wisconsin*—continued.

NAME OF ROADS And divisions of roads in Wisconsin.	LOCATION OF LINES.		Mileage of division in Wis.	Mileage of total lines operated in Wisconsin.	Length of divisions.	Total mileage of lines operated.	Width of track in feet and inches.	Weight of rail in lbs. per yd.
	From	To						
CHIPPEWA FALLS & WESTERN.....	Eau Claire.....	Chippewa Falls..	10 33	10 33	10 33	10 33	4 8½	56
GALENA & SOUTHERN WISCONSIN.....	Galena.....	Platteville .....	20 00	20 00	31 00	31 00	3	35
GREEN BAY & MINNESOTA — Main line.....	Green Bay.....	Winona.....	213 90	.....	213 90	.....	.....	.....
Branches.....	Marshland Junc..	La Crosse .....	29 70	.....	29 70	.....	.....	.....
MILWAUKEE LAKE SHORE & WESTERN— Main line.....	Milwaukee.....	New London.....	\$243 60	.....	\$243 60	.....	4 8½	52 to 56
Two Rivers division.....	Manitowoc.....	Two Rivers.....	6 00	.....	6 00	.....	.....	.....
MINERAL POINT — Main line.....	Mineral Point...	Warren .....	\$146 70	.....	\$146 70	.....	4 8½	50 to 56
Branch.....	Calamine.....	Platteville ...	.....	.....	.....	.....	.....	.....
MADISON & PORTAGE —	Madison .....	Portage City.....	\$31 00	.....	\$33 00	.....	.....	.....
			18 00	.....	18 00	.....	.....	.....
			\$49 00	.....	\$51 00	.....	4 8½	56
			\$39 00	.....	\$39 00	.....	.....	.....



PINE RIVER VALLEY & STEVENS POINT.	Richland Center.	Lone Rock.....	\$16 00	\$16 00	\$16 00	\$16 00	8	.....
PRAIRIE DU CHIEN & MCGREGOR.....	Prairie du Chien.	State line .....	\$1 75	\$1 75	\$2 00	\$2 00	4 8½	56
SHEBOYGAN & FOND DU LAC.....	Sheboygan .....	Princeton .....	\$79 00	\$79 00	\$79 00	\$79 00	4 8½	45 to 56
WESTERN UNION —								
Main line .....	Racine .....	Rock Island Jun.	\$68 70	.....	\$192 00	.....	.....	.....
Eagle branch.....	Eagle .....	Elkhorn.....	16 50	.....	16 50	.....	.....	.....
Eagle branch.....	Watertown.....	Hampton C'l Mns	.....	.....	4 25	.....	.....	.....
			.....	.....	\$212 75	\$212 75	4 8½	56
WEST WISCONSIN —								
Main line.....	Elroy.....	St. Paul.....	\$177 50	.....	\$197 40	.....	.....	.....
Branch.....	Stillwater Jun'cn.	Stillwater (leased)	.....	.....	3 80	.....	.....	.....
			.....	.....	\$201 20	.....	4 8½	50 to 60
WISCONSIN CENTRAL —								
Main line.....	Mena-ha .....	Ashland.....	\$249 30	.....	\$249 30	.....	.....	.....
Main line.....	Stevens Point..	Portage.....	71 20	.....	71 20	.....	.....	.....
Milwaukee & Northern Railway...	Schwarzburg ..	Mena-sha & G. Bay	120 00	.....	120 00	.....	.....	.....
Chicago, Milwaukee & St. Paul Ry.	Milwaukee .....	Schwarzburg....	9 00	.....	9 00	.....	.....	.....
			.....	.....	\$449 50	\$449 50	4 8½	54 to 57
WISCONSIN VALLEY.....	Tomah .....	1½ miles north of Wausau	\$89 90	\$89 90	\$89 90	\$89 90	4 8½	50

ceased from St. Croix river to St. Paul.

\* Line leased.

\* Contract to operate trains.



Table No. 2.  
CAPITAL STOCK — FUNDED AND UNFUNDED DEBT, ETC.

NAME OF COMPANY.	CAPITAL STOCK.			PER MILE OF ROAD.		
	September 30, 1876.	September 30, 1877.	Increase.	1876.	1877.	Increase.
Chicago, Mil. and St. Paul .....	\$27,673,744 00	\$27,673,744 00	.....	\$19,766 96	\$19,766 96	.....
Chicago and Northwestern .....	36,687,904 94	36,801,480 53	\$113,575 57	24,443 94	24,035 95	\$404 96
Chippewa Falls and Western .....	81,800 00	143,200 00	111,400 00	3,087 33	13,872 21	10,784 88
Galena and Southern Wisconsin .....	174,000 00	174,000 00	.....	5,612 90	5,612 90	.....
Green Bay and Minnesota .....	7,938,900 00	7,949,800 00	10,900 00	32,102 30	.....	.....
Milwaukee, Lake Shore and Western .....	600,000 00	600,000 00	.....	47,770 70	47,770 70	.....
Mineral Point .....	1,200,000 00	1,200,000 00	.....	23,529 41	23,529 41	.....
Madison and Portage .....	394,300 00	394,300 00	.....	10,110 26	10,110 26	.....
Pine River Valley and Stevens Point .....	50,000 00	50,000 00	.....	3,125 00	3,125 00	.....
Prairie du Chien and McGregor .....	100,000 00	100,000 00	.....	50,000 00	50,000 00	.....
Sheboygan and Fond du Lac .....	1,410,500 00	1,410,500 00	.....	17,854 43	17,854 43	.....
Western Union .....	4,000,000 00	4,000,000 00	.....	18,801 41	18,801 41	.....
West Wisconsin .....	5,000,000 00	5,000,000 00	5,000,000 00	28,169 01	.....	.....
Wisconsin Central .....	200,000 00	200,000 00	.....	719 42	719 42	.....
Wisconsin Valley .....	551,000 00	551,000 00	.....	6,211 95	6,211 95	.....
Oshkosh and Mississippi .....	.....	.....	.....	.....	.....	.....
Totals .....	\$91,412,148 96	\$86,648,024 53	*\$235,875 57	\$21,463 C3	†\$20,048 68	\$1,414 85

\* \$4,764,124.43. Net decrease of capital stock. † Average amount of stock per mile in and out of the state. ‡ \$32,084,994.21, proportion of capital stock for state of Wisconsin. § Decrease of capital stock per mile. ¶ In hands of a receiver and no report made.



TABLE No. 2. — *Capital Stock — Funded and Unfunded Debt, etc.* — continued.

NAME OF COMPANY.	FUNDED AND UNFUNDED DEBT.		FUNDED AND UNFUND'D DEBT PER MILE OF ROAD.	
	1876.	1877.	1876.	1877.
Chicago, Mil and St. Paul.....	\$29,911,500 00	\$29,954,500 00	.....	.....
Chicago and Northwestern.....	31,788,000 00	32,954,500 00	.....	.....
Chippewa Falls and Western.....	144,790 00	144,836 03	.....	.....
Galena and Southern Wisconsin.....	289,572 09	290,671 63	.....	.....
Green Bay and Minnesota.....	5,704,753 28	5,827,135 18	.....	.....
Milwaukee Lake Shore and Western.....	566,074 52	685,215 70	.....	.....
Mineral Point.....	377,987 41	433,794 65	.....	.....
Madison and Portage.....	600,000 00	600,000 00	.....	.....
Pine River Valley and Stevens Point.....	20,000 00	26,372 62	.....	.....
Prairie du Chien and McGregor.....	.....	.....	.....	.....
Sheboygan and Fond du Lac.....	1,650,177 20	1,639,401 00	.....	.....
Western Union.....	3,886,117 00	3,834,879 00	.....	.....
West Wisconsin.....	6,547,276 85	No report.	.....	.....
Wisconsin Central.....	Nothing given.	Nothing given.	.....	.....
Wisconsin Valley.....	1,830,552 59	1,790,000 00	.....	.....
Oshkosh and Mississippi.....	240,000 00	.....	.....	.....
Totals.....	\$83,551,800 94	\$77,582,805 81	\$20,913 83	\$20,045 26



Table No. 3.  
COST OF ROAD, AND INTEREST AND RENTALS.

NAME OF COMPANY.	COST OF ROAD AND EQUIPMENT.			PER MILE OF ROAD.		
	1876.	1877.	Increase.	1876.	1877.	Increase.
Chicago, Milwaukee & St. Paul.....	\$55,804,476 35	\$56,631,466 19	\$826,989 84	\$39,800 34	\$40,451 05	\$590 71
Chicago & Northwestern.....	68,504,514 28	70,571,608 24	2,067,093 96	45,642 29	46,784 40	1,442 11
Chippewa Falls & Western.....	177,622 89	180,413 53	2,791 14	17,244 89	17,474 68	229 78
Galeua & Southern Wisconsin.....	472,569 45	480,191 20	7,621 75	15,244 18	16,006 37	762 19
Green Bay & Minnesota.....	12,230,563 43	12,264,514 74	33,949 31	49,456 39	50,330 52	874 13
Milwaukee, Lake Shore & Western.....	6,462,324 95	6,675,239 54	212,914 59	51,451 63	45,302 58	45,949 05
Mineral Point.....	1,134,175 00	1,131,175 00	.....	22,179 90	22,179 90	.....
Madison & Portage.....	920,990 00	920,990 00	.....	23,615 13	23,615 13	.....
Pine River Valley & Stevens Point...	68,469 00	75,007 56	6,538 56	4,279 31	4,940 49	661 18
Prairie du Chien & McGregor.....	100,000 00	100,000 00	.....	50,000 00	50,000 00	.....
Sheboygan & Fond du Lac.....	2,849,402 25	2,855,737 36	6,335 11	36,168 38	36,144 39	76 01
Western Union.....	8,036,068 00	8,044,068 00	8,000 00	37,772 35	37,814 90	42 55
West Wisconsin.....	10,132,845 76	*10,140,835 27	7,989 51	57,086 45	57,181 46	45 01
Wisconsin Central.....	8,836,555 81	9,965,531 89	1,128,976 08	31,786 17	22,170 26	49,615 91
Wisconsin Valley.....	2,002,625 50	2,037,612 62	34,987 12	22,577 51	29,561 87	6,984 36
Totals.....	\$177,730,204 17	\$182,074,391 14	\$4,344,186 97	\$441,730 01	\$450,254,51	\$91,475 50

\* Cost reported in 1876, with additions in 1877; assumed for 1877, S-pt. 30.

† Decrease.



TABLE No. 3. — *Cost of Road, and Interest and Rentals* — continued.

NAME OF COMPANY.	INTEREST AND RENTALS.			PER MILE OF ROAD.	
	1876.	1877.	Increase.	1876.	1877.
Chicago, Milwaukee & St. Paul .....	\$2,105,613 62	\$2,161,992 84	\$56,379 22	.....	.....
Chicago & Northwestern .....	3,492,362 46	2,886,486 89	†1,105,875 07	\$2,826 84	.....
Chippewa Falls & Western .....	11,250 00	10,967 00	†1,163 00	1,092 23	.....
Galena & Southern Wisconsin .....	.....	.....	.....	.....	.....
Green Bay & Minnesota .....	71,945 60	176,236 19	104,290 59	290 92	.....
Milwaukee, Lake Shore & Western .....	10,238 48	83,145 00	22,906 52	81 52	.....
Mineral Point .....	89,000 00	32,000 00	.....	627 45	.....
Madison & Portage .....	.....	.....	.....	.....	.....
Pine River Valley & Stevens Point .....	.....	.....	.....	.....	.....
Prarie du Chien & McGregor .....	.....	.....	.....	.....	.....
Sheboygan & Fond du Lac .....	.....	.....	.....	.....	.....
Western Union .....	245,910 00	245,805 00	†105 00	1,155 86	.....
West Wisconsin .....	.....	.....	.....	.....	.....
Wisconsin Central .....	167,404 87	.....	†167,404 87	602 18	.....
Wisconsin Valley .....	.....	.....	.....	.....	.....
Totals .....	\$6,136,725 03	\$5,045,752 42	†\$1,090,972 61	\$6,177 00	.....

† Decrease.



Table No. 4.  
**TRAIN MILEAGE OF PASSENGER, FREIGHT, MIXED AND CONSTRUCTION TRAINS,**  
*For the Year Ending September 30, 1877.*

NAME OF COMPANY.	MILES RUN BY PASSENGER TRAINS.		MILES RUN BY FREIGHT AND MIXED TRAINS.		MILES RUN BY CONSTRUCTION & OTHER TRAINS.		TOTAL MILEAGE.	
	Whole Line.	In Wis. consn.	Whole Line.	In Wis. consn.	Whole Line.	In Wis. consn.	Whole Line.	In Wis. consn.
Chicago, Milwaukee & St. Paul.....	1,180,616	679,948	8,042,033	1,847,556	332,675	158,060	4,555,324	2,685,464
Chicago & North-western.....	2,424,817	830,412	6,659,782	2,246,040	890,500	91,642	9,975,099	3,168,094
Chippewa Falls & Western.....	12,896	12,896	6,448	6,448	.....	.....	19,344	19,344
Galena & Southern Wisconsin <sup>1</sup> .....	.....	.....	18,000	12,000	.....	.....	18,000	12,000
Green Bay & Minnesota.....	152,596	152,596	148,884	148,884	53,496	53,496	354,976	351,976
Mil., Lake Shore & Western.....	87,185	87,185	140,096	140,096	71,499	71,499	289,780	293,780
Mineral Point <sup>2</sup> .....	.....	.....	70,112	67,362	2,500	2,402	72,612	69,764
Madison & Portage.....	.....	.....	.....	.....	.....	.....	.....	.....
Pine River Valley & Stevens Point <sup>3</sup> .....	.....	.....	.....	.....	.....	.....	.....	.....
Prairie du Chien & McGregor.....	Not given.	.....	.....	.....	.....	.....	.....	.....
Sueboygan & Fond du Lac.....	54,634	54,634	60,625	60,625	415	415	115,674	115,674
Western Union.....	289,586	119,040	523,163	221,488	18,130	4,560	830,879	345,088
West Wisconsin.....	216,063	190,611	240,202	211,906	83,288	73,477	539,553	475,994
Wisconsin Central.....	331,167	331,167	416,133	416,133	35,629	35,629	782,939	782,929
Wisconsin Valley.....	56,340	56,340	64,100	64,100	14,940	14,940	135,380	135,380
<b>Totals.....</b>	<b>4,805,900</b>	<b>2,514,729</b>	<b>11,380,578</b>	<b>5,442,638</b>	<b>1,508,072</b>	<b>506,120</b>	<b>17,698,550</b>	<b>8,463,387</b>

<sup>1</sup> All trains are mixed trains.      <sup>2</sup> No passenger trains.      <sup>3</sup> Nonheag<sup>3</sup> given in report.



Table No. 5.  
TRANSPORTATION OF PASSENGERS.  
As per Report of 1877.

NAME OF COMPANY.	PASSENGERS CARRIED.		PASSENGERS CARRIED ONE MILE.		AVERAGE MILEAGE OF EACH PASSENGER.		Highest speed of passenger trains.
	Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin.	
Chicago, Milwaukee & St. Paul.....	1,095,715	679,883	54,952,700	31,718,416	47	43	30
Chicago & Northwestern.....	2,896,692	886,078	103,327,127	19,928,377	35.67	.....	30 1/2
Chippewa Falls & Western.....	33,400	38,400	384,000	384,000	10	10	20
Galena & Southern Wisconsin.....	8,458	5,639	148,458	98,971	17.25	17.25	15
Green Bay & Minnesota.....	55,505	55,505	2,301,267	2,301,267	41.50	41.50	25
Milwaukee, Lake Shore & Western.....	66,265	66,265	2,110,044	2,110,044	31.8	31.8	35
Mineral Point.....	30,338	129,148	606,760	1,582,963	20	20	16
Manitowish & Portage.....	.....	.....	.....	.....	.....	.....	.....
Pine River & Stevens Point <sup>3</sup> .....	.....	.....	.....	.....	.....	.....	.....
Prairie du Chien & McGregor <sup>4</sup> .....	.....	.....	.....	.....	.....	.....	.....
Sheboygan & Fond du Lac.....	42,712	42,712	682,767	682,767	15.9	15.9	25
Western Union.....	224,166	96,706	6,082,293	2,864,964	27.13	24.46	25
West Wisconsin.....	118,085	.....	7,083,919	6,282,500	59.99	.....	.....
Wisconsin Central.....	152,072	152,072	5,889,367	5,889,367	38.4	38.4	25
Wisconsin Valley.....	35,825	35,825	918,983	918,983	25.7	25.7	25
Totals.....	4,764,233	2,038,233	184,487,633	73,262,619	38.7	35.08	.....

<sup>1</sup> Estimated on basis of mileage.

<sup>2</sup> Included in report of C., M. & St. Paul R'y Co.

<sup>3</sup> Not given.

<sup>4</sup> No record made.



[Table No. 6.]  
**TONNAGE OF THE SEVERAL KINDS OF FREIGHT NAMED**  
*As per reports of 1877.*

Name of Company	Grain.	Flour.	Provisions.	Salt, cement, wood, lime, etc.	Manufactures, including agrl. imp's, furniture and wagons.	Live Stock.	Lumber and other pro- ducts of the forest.	Iron and other min- erals.	Stone, brick, sand lime, etc.	Coal.	Merchandise.	Total number tons carried.	Wisconsin.
Chic., Mil. & St. P.	465,798	165,037	23,371	25,620	21,578	60,501	335,269	15,768	30,415	81,287	337,092	1,561,736	793,095
Chicago & N. W.	1,344	1,208	562	228	85	8	20	1,008	166	375	2,495	6,491	.....
Chic. Falls & W'n.	2,924	130	.....	33	.....	1,112	2,184	1,008	80	.....	792	7,968	.....
Galena & S. Wis.	26,050	2,438	1,285	2,508	1,517	172	45,583	696	5,870	3,450	7,338	96,907	.....
Green Bay & Minn.	20,082	6,076	5,985	949	11,174	487	24,820	8,080	5,612	887	14,893	97,900	.....
Mil., L. S. & W.	21,102	194	695	1,150	566	9,960	6,150	11,656	373	2,874	8,673	63,396	.....
Mineral Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Madison & Portage	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pine Riv. & S. Pt.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pr. du C. & McG.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sheb'n & F. du L.	8,966	1,851	1,456	1,114	1,851	259	11,431	240	3,509	2,980	9,005	42,671	.....
Western Union	126,271	2,896	8,823	3,985	12,202	21,738	81,549	2,540	9,561	107,874	58,002	435,444	.....
West Wisconsin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin Central	27,163	7,750	12,551	1,814	4,753	3,404	124,273	3,397	6,552	4,176	25,996	221,885	.....
Wisconsin Valley	1,501	1,331	878	263	174	105	63,548	80	418	89	6,302	74,044	.....
	700,851	187,917	55,609	37,666	53,900	97,696	694,827	43,365	62,556	204,001	470,588	2,608,992	1,784,556

<sup>1</sup> No record of the classification of commodities.

<sup>2</sup> Included in report of Chicago, Milwaukee & St. Paul Railway Company.



Table No. 7.  
TOTAL EARNINGS  
For the year ending September 30, 1877.

NAME OF COMPANY.	PASSENGERS.		FREIGHT.	
	Whole line.	Wisconsin.	Whole line.	Wisconsin.
Chicago, Mil. & St. Paul .....	\$1,744,938 41.	\$987,961 75	\$5,120,094 24	\$3,317,618 80
Chicago & Northwestern .....	2,890,893 87	681,513 49	8,554,519 92	1,845,853 09
Chippewa Falls & Western .....	16,851 88	16,851 88	10,436 98	10,436 98
Galena & Southern Wisconsin .....	5,857 40	3,571 60	12,108 90	8,073 60
Green Bay & Minnesota .....	86,171 76	86,171 76	217,838 97	217,838 97
Millwaukee Lake Shore & Western .....	71,828 14	71,828 14	131,278 61	131,278 61
Mineral Point .....	22,219 88	21,348 68	94,015 45	90,328 56
Madison & Portage .....	12,016 25	12,016 25	24,310 40	24,310 40
Pine River & Stevens Point .....	2,145 53	2,145 53	10,869 48	10,869 48
Prairie du Chien & McGregor .....	8,384 00	2,961 00	40,514 00	35,449 75
Sheboygan and Fond du Lac .....	34,070 69	34,070 69	59,636 57	59,636 57
Western Union .....	212,507 65	77,715 77	762,269 60	392,689 41
West Wisconsin .....	229,005 68	203,097 68	478,947 55	430,301 99
Wisconsin Central .....	202,207 47	202,207 47	485,305 77	485,305 77
Wisconsin Valley .....	44,064 39	44,064 39	128,799 58	128,799 58
	\$5,577,663 10	\$2,447,526 08	\$16,130,946 02	\$7,188,790 56



TABLE No. 7 — *Total Earnings* — continued.

NAME OF COMPANY.	MAILS, EXPRESS, AND ALL OTHER SOURCES.			TOTALS.	
	Whole line.	Wisconsin.		Whole line.	Wisconsin.
Chicago, Milwaukee & St. Paul.....	\$407,929 23	\$246,109 37		\$7,272,961 88	\$4,551,689 92
Chicago & Northwestern.....	576,862 56	150,434 34		12,022,296 35	2,677,800 92
Chippewa Falls & Western.....	730 62	730 62		28,019 48	28,019 48
Galena & Southern Wisconsin.....	1,223 32	815 54		18,689 62	6,229 87
Green Bay and Minnesota.....	26,783 35	26,783 35		330,794 08	330,794 08
Milwaukee, Lake Shore & Western.....	10,824 09	10,824 09		213,930 84	213,930 84
Mineral Point.....	5,303 00	5,094 02		121,538 48	116,771 90
Madison and Portage.....	2,205 79	2,265 79		38,592 44	38,592 44
Pine River & Stevens Point.....	1,747 05	1,747 05		14,762 06	14,762 06
Prairie du Chien & McGregor.....	*	*		43,898 00	39,410 75
Sheboygan & Fond du Lac.....	7,537 77	7,537 77		101,245 03	101,245 03
Western Union.....	42,434 57	12,430 19		1,017,211 82	482,835 37
West Wisconsin.....	31,883 71	28,403 63		739,836 94	661,802 30
Wisconsin Central.....	31,229 51	31,229 51		718,742 75	718,742 75
Wisconsin Valley.....	5,043 82	5,043 82		177,907 79	177,907 79
	\$1,151,818 39	\$529,448 09		\$22,860,427 56	\$10,159,535 50

\*Included in C., M. &amp; St. Pau'.



**TABLE No. 8.**  
**TONS CARRIED AND TONS CARRIED ONE MILE.**  
*Showing increase and decrease.*

NAME OF COMPANY.	TONS CARRIED.					
	On Whole Line.		In Wisconsin.			
	1876.	1877.	1876.	1877.	Increase.	Decrease.
Chicago, Milwaukee and St. Paul	1,829,311	1,561,736	931,770	793,095	.....	188,675
Chicago and North-Western. ....	5,092,217	3,446,526	.....	1,104,165	.....	555
Chippewa Falls and Western. ....	7,046	6,491	7,046	6,491	.....	4,193
Galena and Southern Wisconsin.	14,256	7,968	9,504	5,312	.....	.....
Green Bay and Minnesota. ....	95,944	96,907	95,944	96,907	.....	968
Mill., Lake Shore and Western. ....	66,073	97,900	66,073	97,900	.....	31,828
Mineral Point. ....	59,859	63,396	57,487	60,907	.....	3,420
Madison and Portage. ....	.....	.....	.....	.....	.....	.....
Pine River Valley & Stevens Point.	.....	.....	.....	.....	.....	.....
Prairie du Chien and McGregor.	.....	.....	.....	.....	.....	.....
Sheboygan and Fond du Lac. ....	78,554	43,671	78,554	43,671	.....	35,883
Western Union. ....	456,855	485,444	.....	317,973	.....	.....
West Wisconsin. ....	.....	.....	.....	.....	.....	.....
Wisconsin Central. ....	215,464	231,855	215,464	231,855	.....	6,371
Wisconsin Valley. ....	66,237	74,644	66,237	74,644	.....	8,407
<b>Total. ....</b>	<b>7,988,818</b>	<b>6,055,518</b>	<b>1,529,078</b>	<b>2,831,900</b>	<b>1,473,127</b>	<b>179,305</b>

<sup>1</sup> Included in report of C. M. and St. Paul R'y Co.

<sup>2</sup> Not reported.



TABLE No. 8 — *Showing increase and decrease of tons carried.*— continued.

NAME OF COMPANY.	TONS CARRIED ONE MILE.					
	On Whole Line.		In Wisconsin.			
	1876.	1877.	1876.	1877.	Increase.	Decrease.
Chicago, Mil., and St. Paul....	284,799,153	242,845,103	187,181,974	155,612,548	.....	31,569,426
Chicago and North-Western....	474,899,761	480,502,478	.....	108,375,885	108,375,885	.....
Chippewa Falls and Western...	70,460	64,910	70,460	64,910	.....	5,550
Galeta and Southern Wisconsin	10,060,530	.....	.....	.....	.....	.....
Green Bay and Minnesota....	8,695,341	11,834,301	10,060,530	11,834,301	1,773,771	.....
Mil., Lake Shore and Western..	1,975,347	6,036,483	3,695,341	6,036,483	2,341,142	.....
Mineral Point.....	.....	Not reported	1,611,883	Not reported	.....	1,611,883
Madison and Portage.....	.....	.....	.....	.....	.....	.....
Pine Riv. Valley & Stevens Pt.	.....	.....	.....	.....	.....	.....
Prairie du Chien & McGregor	.....	.....	.....	.....	.....	.....
Sheboygan and Fond du Lac...	3,142,160	3,371,009	3,142,160	3,371,009	228,849	.....
Western Union.....	47,792,319	43,522,130	19,116,928	22,005,156	2,888,228	.....
West Wisconsin.....	26,096,130	23,614,475	26,096,130	23,614,475	.....	2,481,655
Wisconsin Central.....	21,647,694	22,984,236	21,647,694	22,984,236	1,336,542	.....
Wisconsin Valley.....	5,261,203	5,205,335	5,261,203	5,205,335	.....	55,868
Total.....	878,940,098	839,980,460	277,884,303	359,103,898	116,943,917	85,724,382

<sup>1</sup> Included in report of C., M. and St. Paul R'y Co.<sup>2</sup> Not reported.



Table No. 9.  
**TRAIN MILEAGE.**  
*Showing Increase and Decrease.*

NAME OF COMPANY.	PASSENGER TRAIN MILES.				FREIGHT AND MIXED TRAIN MILEAGE.			
	1876.	1877.	Increase.	Decrease.	1876.	1877.	Increase.	Decrease.
Chicago, Mil. & St. Paul...	1,155,239	1,180,616	25,377	.....	3,377,884	3,042,033	.....	335,851
Chicago & Northwestern...	2,476,433	2,424,817	.....	53,616	6,405,668	6,659,782	254,114	.....
Chippewa Falls & Western.	12,896	12,896	.....	.....	6,448	6,448	.....	.....
Galena & Southern Wis....	.....	.....	.....	.....	.....	18,000	18,000	.....
Green Bay & Minnesota...	132,074	132,596	522	.....	112,160	148,584	36,724	.....
Mil., Lake Shore & Western	46,533	87,185	40,652	.....	93,471	140,096	46,625	.....
Mineral Point.....	.....	.....	.....	.....	69,264	70,112	848	.....
Madison & Portage.....	117	.....	.....	117	25,111	25,621	510	.....
Pine R. Val. & Stevens Pt..	.....	.....	.....	.....	.....	.....	.....	.....
Prairie du C. & McGregor.	.....	.....	.....	.....	.....	.....	.....	.....
Sheboygan & Fond du Lac.	63,882	54,634	.....	9,248	59,692	60,625	933	.....
Western Union.....	282,957	289,586	6,629	.....	455,482	523,163	67,681	.....
West Wisconsin.....	229,882	216,063	.....	13,769	285,492	240,202	.....	45,290
Wisconsin Central.....	276,884	331,167	54,283	.....	360,072	416,133	56,061	.....
Wisconsin Valley.....	59,470	56,340	.....	3,130	79,351	64,100	.....	15,251
Totals.....	4,738,317	4,805,900	147,463	79,880	*11,830,095	11,415,199	431,496	396,393
Net increase.....	.....	.....	67,583	.....	.....	.....	85,104	.....



TABLE No. 9. — *Train Mileage* — continued.

NAME OF COMPANY.	PASSENGER AND FREIGHT (AND MIXED) TRAIN MILEAGE.			Construction and Service Train, Mileage.	
	1876.	1877.	Increase.	Decrease.	1876. 1877.
Chicago, Milwaukee & St. Paul.....	4,533,123	4,222,649	.....	310,474	.....
Chicago & Northwestern.....	8,884,101	9,084,599	200,498	.....	.....
Chippewa Falls & Western.....	19,344	19,344	.....	.....	.....
Galena & Southern Wisconsin.....	.....	18,000	.....	.....	.....
Green Bay & Minnesota.....	244,234	301,480	57,246	.....	.....
Milwaukee, Lake Shore & Western.....	140,004	227,281	87,277	.....	.....
Mineral Point.....	69,264	70,112	848	.....	.....
Madison & Portage.....	25,228	25,621	393	.....	.....
Pine River Valley & Stevens Point.....	.....	.....	.....	.....	.....
Prairie du Chien & McGregor.....	.....	.....	.....	.....	.....
Sheboygan & Fond du Lac.....	123,574	115,259	.....	8,315	.....
Western Union.....	798,439	812,749	74,310	.....	.....
West Wisconsin.....	515,324	456,365	.....	59,059	.....
Wisconsin Central.....	636,956	747,300	110,344	.....	.....
Wisconsin Valley.....	138,821	120,440	.....	18,381	.....
Totals.....	16,068,412	16,231,099	548,916	396,229	.....
Net increase.....	.....	.....	152,687	.....	.....



Table No. 10.  
COMPARATIVE STATEMENT SHOWING PASSENGERS CARRIED AND PASSENGERS CARRIED  
ONE MILE.

*With Increase or Decrease in the year ending September 30, 1877.*

NAME OF COMPANY.	NUMBER OF PASSENGERS CARRIED.							
	On Whole Line.		In Wisconsin.		Whole Line.		Wisconsin.	
	1876.	1877.	1876.	1877.	Increase.	Decrease.	Increase.	Decrease.
Chicago, Milwaukee & St. Paul.....	1,164,484	1,085,715	791,564	679,888	.....	68,769	.....	111,681
Chicago & Northwestern.....	3,275,377	2,896,692	977,846	886,078	.....	378,985	.....	91,768
Chippewa Falls & Western.....	40,640	38,400	40,640	38,400	.....	2,240	.....	2,240
Galena & Southern Wisconsin.....	.....	8,458	.....	5,639	8,458	.....	5,639	.....
Green Bay & Minnesota.....	56,306	55,505	56,306	55,505	.....	801	.....	901
Millwaukee Lake Shore & Western.....	53,220	66,265½	53,220	66,265½	13,045½	.....	13,045½	.....
Mineral Point.....	28,826	30,338	27,673	29,148	1,512	.....	1,475	.....
Madison and Portage.....	.....	.....	.....	.....	.....	.....	.....	.....
Pine River Valley & Stevens Point.....	.....	.....	.....	.....	.....	.....	.....	.....
Prairie du Chien & McGregor.....	.....	.....	.....	.....	.....	.....	.....	.....
Sheboygan & Fond du Lac.....	45,558	42,712	45,558	42,712	.....	2,846	.....	2,846
Western Union.....	253,447	224,166	.....	96,706	.....	29,281	96,706	.....
West Wisconsin.....	126,180	118,085	.....	.....	.....	8,095	.....	.....
Wisconsin Central.....	157,135	152,072½	167,135	152,072½	.....	15,062½	.....	15,062½
Wisconsin Valley.....	37,013	35,825	37,013	35,825	.....	1,188	.....	1,188
Total .....	5,248,186	4,764,234	2,106,955	2,088,234	23,015½	506,967½	116,865½	225,586½

½ Nothing reported.



TABLE No. 10. — Comparative Statement showing Passengers Carried, etc. — continued.

NAME OF COMPANY.	NUMBER OF PASSENGERS CARRIED ONE MILE.							
	On Whole Line.		In Wisconsin.		Whole Line.		In Wisconsin.	
	1876.	1877.	1876.	1877.	Increase.	Decrease.	Increase.	Decrease.
Chicago, Mil. & St. Paul.....	60,117,771	54,952,700	97,030,344	31,718,416	.....	5,165,071	.....	5,311,928
Chicago & Northwestern.....	113,482,146	103,327,127	.....	19,928,877	.....	10,155,019	.....	.....
Chippewa Falls & Western ..	406,400	384,000	406,400	384,000	.....	22,400	.....	22,400
Galesna & Southern Wisconsin.	.....	149,456	.....	98,971	149,456	.....	98,971	.....
Green Bay & Minnesota.....	2,087,250	2,301,267	2,087,250	2,301,267	214,017	.....	214,017	.....
Mil., Lake Shore & Western..	1,542,759	2,110,044	1,542,759	2,110,044	567,285	.....	567,285	.....
Mineral Point.....	576,520	606,760	553,459	582,963	30,240	.....	29,504	.....
Madison & Portage <sup>1</sup> .....	.....	.....	.....	.....	.....	.....	.....	.....
Pine Riv. V. & Stevens Point <sup>1</sup>	.....	.....	.....	.....	.....	.....	.....	.....
Prairie du C. & McGregor <sup>1</sup> ..	.....	.....	.....	.....	.....	.....	.....	.....
Sheboygan & Fond du Lac ..	761,370	682,767	761,370	682,767	.....	78,603	.....	78,603
Western Union .....	6,433,819	6,082,293	.....	2,364,964	.....	351,526	2,364,964	.....
West Wisconsin .....	6,085,661	7,083,919	.....	6,282,500	998,258	.....	6,282,500	.....
Wisconsin Central.....	5,960,952	5,889,367	5,960,952	5,889,367	.....	71,585	.....	71,585
Wisconsin Valley.....	992,958	918,983	992,958	918,983	.....	73,975	.....	73,975
Total.....	198,447,606	184,487,663	49,335,492	73,262,619	1,958,256	5,918,179	29,485,618	5,558,491

<sup>1</sup> Nothing reported.



Table No. 11.  
PASSENGER EARNINGS,  
For the year ending September 30, 1877.

NAME OF COMPANY.	TOTAL PASSENGER EARNINGS.		PASSENGER EARNINGS PER MILE OF ROAD.		PASSENGER EARNINGS PER TRAIN MILE.	
	Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin.
Chicago, Milwaukee and St. Paul.....	\$1,744,988 41	\$987,961 75	\$1,246 38	\$1,485 66	\$1 45	1 45
Chicago & Northwestern.....	2,890,893 87	681,513 49	1,898 13	1,352 34	1 19	1 19
Chippewa Falls & Western.....	16,851 88	16,851 88	1,630 82	1,630 82	1 31	1 31
Galena & Southern Wisconsin.....	5,357 40	3,571 60	1,178 53	119 05	29 <sup>7</sup> / <sub>16</sub>	29 <sup>7</sup> / <sub>16</sub>
Green Bay & Minnesota.....	86,171 76	86,171 76	853 75	353 75	56 <sup>13</sup> / <sub>16</sub>	56 <sup>13</sup> / <sub>16</sub>
Milwaukee, Lake Shore & Western.....	71,828 14	71,828 14	489 63	489 63	24 <sup>15</sup> / <sub>16</sub>	24 <sup>15</sup> / <sub>16</sub>
Mineral Point.....	22,219 98	21,848 68	435 68	435 68	37	37
Madison & Portage.....	12,016 25	12,016 25	308 11	308 11	1 43	1 43
Pine River Valley & Stevens Point.....	2,145 53	2,145 53	134 09	134 09	.....	.....
Prairie du Chien and McGregor.....	3,884 00	2,961 00	1,692 00	1,692 00	.....	.....
Sheboygan & Fond du Lac.....	34,070 69	34,070 69	431 28	431 28	62 <sup>1</sup> / <sub>2</sub>	62 <sup>1</sup> / <sub>2</sub>
Western Union.....	212,507 65	77,715 77	998 86	959 50	73	1 <sup>7</sup> / <sub>3</sub>
West Wisconsin.....	229,005 68	203,097 68	1,138 19	1,138 19	1 20	1 20
Wisconsin Central.....	202,207 47	202,207 47	449 85	449 85	61	61
Wisconsin Valley.....	44,064 39	44,064 39	545 65	545 65	87 <sup>15</sup> / <sub>16</sub>	87 <sup>15</sup> / <sub>16</sub>
Totals.....	\$5,577,663 10	\$2,447,526 08	\$11,920 99	\$11,525 60	.....	.....

† Estimated.



Table No. 12.  
PASSENGER EARNINGS. PASSENGERS CARRIED ONE MILE AND RATE PER PASSENGER  
PER MILE ON WHOLE LINE AND IN WISCONSIN.

NAME OF COMPANY.	No. passengers carried one mile on whole line.	Total No. carried one mile in Wis consin.	Amount of pas- senger earn- ings on whole line.	Passenger earn- ings in Wis- consin.	Rate per mile.		Miles of road.	
					Whole Line.	Wisconsin Line.	Whole Line.	Wisconsin Line.
Chicago, Mil. & St. Paul.....	54,952,700	31,718,416	1,744,938 41	987,961 75	\$ 3.175	\$ 3.114	1,420	685
Chicago & North Western....	103,327,127	19,928,377	2,890,893 87	681,513 49	2.797	4.342	1,993.29	566.58
Chippewa Falls & Western....	384,000	384,000	16,851 88	16,851 88	4.388	4.388	10.33	10.33
Galena & Southern Wisconsin.	148,456	198,971	5,337 40	13,571 60	3.609	3.609	31	20
Green Bay & Minnesota.....	2,301,267	2,301,267	86,171 76	86,171 76	3.744	3.744	243.60	243.60
Mil. Lake Shore & West'n....	2,110,044	2,110,044	71,828 14	71,828 14	3.441	3.441	146.70	146.70
Mineral Point.....	606,760	582,963	22,219 98	21,348 68	3.662	3.662	51	49
Madison & Portage <sup>1</sup> .....	.....	.....	12,016 25	12,016 25	.....	.....	39	39
Pine River Valley & Stev'n Pt. <sup>2</sup>	.....	.....	2,145 53	2,145 53	.....	.....	16	16
Pra'rie du Chien & McGregor. <sup>3</sup>	.....	.....	3,384 00	2,961 00	.....	.....	2	1.75
Sheboygan & Fond du Lac....	682,767	682,767	34,070 69	34,070 69	4.4	4.4	79	79
Western Union.....	6,082,293	2,364,964	212,507 65	77,715 77	3.498	3.286	212.75	85.20
West Wisconsin.....	7,083,919	1,6,283,500	229,005 68	203,097 68	3.232	3.232	201.20	177.50
Wisconsin Central.....	5,889,367	5,889,367	202,207 47	202,207 47	3.433	3.433	449.50	449.50
Wisconsin Valley.....	918,983	918,983	44,064 39	44,064 39	4.795	4.795	89.90	89.90
	184,487,683	73,202,619	\$5,577,663 10	\$2,447,526 08	\$ 3.02	\$ 3.33	4,985.26	2,659.06

<sup>1</sup> Estimated.<sup>2</sup> Included in report of C. M. & St. Paul R'y Co.<sup>3</sup> No report.<sup>4</sup> Nearly.



Table No. 13.  
PASSENGER EARNINGS FOR WHOLE ROAD AND PER MILE OF ROAD.

NAME OF COMPANY.	PASSENGER EARNINGS.				IN WISCONSIN.		PASSENGER EARNINGS PER MILE OF ROAD IN WISCONSIN.			
	On Whole Line.		In Wisconsin.		Increase.	*Decrease.	1876.	1877.	†Increase.	Decrease.
	1876.	1877.	1876.	1877.						
C. & M. & St. P. . . . .	\$1,894,102 38	\$1,744,938 41	\$1,104,274 83	\$987,961 75	.....	\$110,313 08	\$1,060 56	\$1,485 66	.....	174 90
C. & N. W. . . . .	3,167,286 71	2,890,898 87	731,135 68	681,513 49	.....	49,622 19	1,539 40	1,202 85	.....	336 55
Chic. F'ile. & W. . . . .	19,470 03	16,851 88	19,470 03	16,851 88	.....	2,618 15	1,884 19	1,630 82	.....	253 37
Gal. & So. Wis. . . . .	5,503 39	5,357 40	3,668 92	3,571 60	.....	97 32	177 52	119 05	.....	58 47
G. B. & Minn. . . . .	81,979 55	86,171 76	81,979 55	86,171 76	.....	.....	883 08	353 75	.....	29 33
M. L. S. & W'n. . . . .	54,131 38	71,828 14	54,131 38	71,828 14	.....	.....	430 98	489 63	.....	.....
Mineral Point. . . . .	23,332 74	22,219 98	22,417 50	21,348 68	.....	1,068 82	463 40	435 68	.....	27 72
Madison & Port. . . . .	12,522 46	12,016 25	12,522 46	12,016 25	.....	506 21	321 09	308 11	.....	12 93
Pine R. V. & S. P. . . . .	.....	2,145 53	.....	2,145 53	.....	.....	.....	134 09	.....	.....
P. du C. & McG. . . . .	.....	3,384 00	.....	2,961 00	.....	.....	.....	1,692 00	.....	.....
Sheb. & F. du L. . . . .	40,742 80	34,070 69	40,742 80	34,070 69	.....	6,672 11	512 31	431 28	.....	81 03
Western Union. . . . .	237,004 10	212,507 65	90,908 40	77,715 77	.....	13,192 63	1,067 00	938 50	.....	107 50
West Wisconsin. . . . .	237,598 95	229,005 65	231,648 91	208,097 68	.....	28,551 23	1,200 79	1,188 19	.....	62 60
Wisconsin Cent. . . . .	208,340 88	202,207 47	208,340 88	202,207 47	.....	6,132 91	586 87	440 95	.....	137 02
Wisconsin Val. . . . .	49,382 73	44,064 86	49,382 73	44,064 86	.....	5,318 84	556 75	545 65	.....	11 10
	\$6,041,397 55	\$5,577,963 10	\$2,650,623 57	\$2,447,526 08	\$26,995 50	\$230,092 99	\$10,783 94	\$11,376 11	\$1,884 74	\$1,292 57

\* Net Decrease, \$203,097.49.      Net Increase, \$592.17.



Table No. 14.  
FREIGHT EARNINGS.  
For the year ending September 30, 1877.

NAME OF COMPANY.	TOTAL FREIGHT EARNINGS.		FREIGHT EARNINGS PER MILE OF ROAD.		FREIGHT EARNINGS PER TRAIN MILE.	
	Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin.	Whole Line.	In Wisconsin.
Chicago, Milwaukee & St. Paul.....	\$5,120,094 24	\$3,317,618 80	\$3,605 70	\$4,988 90	\$1 68	1 80
Chicago & Northwestern .....	8,554,519 92	1,845,853 09	5,537 17	503 95	1 28	.....
Chippewa Falls & Western .....	10,436 98	10,436 98	1,010 30	1,010 30	1 62	1 62
Gaena & Southern Wisconsin.....	12,108 90	8,072 60	403 63	403 63	61 7	61 7
Green Bay & Minnesota.....	217,838 97	217,838 97	885 21	885 21	1 46 3	1 46 3
Milwaukee, Lake Shore & Western.....	131,278 61	131,278 61	894 87	894 87	43 94	43 94
Mineral Point.....	94,015 45	90,828 56	1,843 44	1,843 44	1 29	1 29
Madison & Portage .....	24,310 40	24,310 40	623 34	623 34	1 41	1 41
Pine River & Stevens Point .....	10,869 48	10,869 48	679 34	679 34	.....	.....
Prairie du Chien & McGregor.....	40,514 00	35,449 75	20,237 00	17,724 87	.....	.....
Sheboygan & Fond du Lac.....	59,636 57	59,636 57	754 89	754 89	98	98
Western Union.....	762,269 60	392,689 41	3,583 94	3,583 94	1 46	1 46
West Wisconsin .....	478,947 55	430,301 99	2,380 45	2,380 45	1 38	1 38
Wisconsin Central.....	485,305 77	455,305 77	1,079 66	1,079 66	1 16 6	1 16 6
Wisconsin Valley.....	128,799 58	128,799 58	1,431 10	1,431 10	2 04	2 04
Totals.....	\$16,130,946 02	\$7,188,790 56	\$45,019 04	\$38,282 94	.....	.....



Table No. 15,  
OPERATING AND CURRENT EXPENSES COMPARED WITH EARNINGS.

NAME OF COMPANY.	GROSS EARNINGS.		TOTAL OPERATING EXPENSES.		INTEREST PAID ON BONDS.		EXCESS OF EARNINGS OVER OPERATING AND CURRENT EXPENSES.	
	Whole line.	In Wisconsin.	Whole line.	In Wisconsin.	Whole line.	In Wisconsin.	Whole line.	In Wisconsin.
Chicago, Mil. & St. Paul...	\$7,272,961 88	\$4,551,689 92	\$4,445,791 01	\$2,684,787 42	\$2,161,992 84	\$1,027,680 68	.....	.....
Chicago & Northwestern...	12,022,296 35	2,677,800 92	6,357,926 07	3,032,662 45	2,386,486 89	785,493 97	.....	.....
Chippewa Falls & Western.	28,019 48	28,019 48	14,285 60	14,285 60	10,087 00	10,087 00	.....	.....
Galesna & Southern Wisc'n	18,689 62	12,459 75	12,523 04	8,348 03	.....	.....	.....	.....
Green Bay & Minnesota...	880,794 08	380,794 08	297,723 37	297,723 37	176,236 19	176,236 19	.....	.....
Mil. L. S. & Minnesota...	213,930 84	213,930 84	163,507 34	163,507 34	83,145 00	83,145 00	.....	.....
Mineral Point.....	131,538 48	116,771 90	83,902 20	80,611 90	32,000 00	30,745 08	.....	.....
Madison & Portage.....	88,593 44	38,593 44	33,546 69	33,546 69	.....	.....	.....	.....
Pine River & Stevens Point	14,762 06	14,762 06	14,182 10	14,182 10	.....	.....	.....	.....
Prairie du Chien & McGr'r	43,898 00	38,410 75	34,449 20	30,142 05	.....	.....	.....	.....
Sheboygan & Fond du Lac.	101,245 03	101,245 03	80,861 60	80,861 60	.....	.....	.....	.....
Western Union.....	1,017,211 82	482,835 87	687,795 81	285,149 12	245,865 00	98,322 00	.....	.....
West Wisconsin.....	739,886 94	661,802 80	607,530 99	535,967 94	.....	.....	.....	.....
Wisconsin Central.....	718,742 75	718,742 75	463,973 32	463,973 32	.....	.....	.....	.....
Wisconsin Valley.....	177,907 79	177,907 79	108,144 31	108,144 31	.....	.....	.....	.....
	\$22,860,427 56	\$10,165,765 38	\$18,406,141 65	\$6,893,843 24	\$5,045,752 42	\$2,161,709 91	.....	.....



Table No. 16.  
ACCIDENTS.

NAME OF COM- PANY.	PASSENGERS.				EMPLOYEES.				OTHERS.				TOTALS.											
	From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		From causes beyond their control.		By their own misconduct or want of caution.		Passengers.		Employees.		Others.		Passengers.		Employees.		Others.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Chi., Mil. & St. P.	...	...	...	3	...	...	...	8	...	...	...	30	4	...	...	...	...	...	...	...	...	...	...	...
Chi. & Northwest'n	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Chip. F's & West'n	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
F. du L., A. & P.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
G. & South'n Wis	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
G. Bay & Minn.	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mil., L. S. & W'n.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mineral Point...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madison & Portage	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
P. R. V. & S. Pt.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
P. du C. & McG'r.	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
She. & F. du Lac.	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Western Union...	...	1	...	...	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...	...	...	...	...	...
West Wisconsin.	...	...	...	1	...	...	...	...	...	...	...	4	2	...	...	...	...	...	...	...	...	...	...	...
Wisconsin Central	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Wisconsin Valley	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Totals	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...



# INDEX.

## A.

	Page.
Accidents, report of, see table No. 16.....	305
Accidents, remarks of commissioner concerning.....	15, 16
Accidents, increase of and who injured.....	17
Accidents, exemption of on passenger trains.....	17
Aggregate capital stock of all companies in the state.....	5
Annual report of commissioner, recommendation concerning.....	16
Appendix.....	20, 29
Average earnings per mile of road.....	10
Average amount of stock per mile.....	5
Average rate of passengers per mile, in and out of state.....	7, 8

## B.

Bridges, remarks concerning and inspection of.....	13, 14, 15
Bridges, circular to companies.....	14
Bridges, correspondence concerning.....	14
Bridges, replies of companies.....	20, 23
Bridges on West Wis. R'y, order of court, etc.....	24—29

## C.

Capital stock reported....	9
Cars, rail road companies to furnish.....	33
Chicago, Mil. and St. Paul Railway, report of.....	41, 60
Chicago and Northwestern Railway, report of.....	61, 83
Chippewa Falls and Western Railway, report of.....	84, 98
Circular relative to bridges.....	14
Classified reports of companies.....	41, 279
Complaints.....	10
Connections at junctions.....	19
Condition of roads.....	13, 19
Corporations reporting.....	9
Cost of roads and equipment.....	9



## D.

	Page.
Debts, funded and unfunded.....	9
Difficulties in making correct estimates and reports.....	12
Discrimination prohibited.....	33
Discrepancy in reports in regard to mileage.....	11
Duties of railroad commissioner.....	30
Duties of railroad companies in regard to reports.....	31

## E.

Earnings from passengers.....	10, 11
Earnings from mails, express, etc. ....	10
Earnings from passengers, per mile.....	11
Earnings from freight, per mile.....	10
Earnings on all lines in the state.....	10
Exemption of license fees.....	35
Expenses of railroad commission.....	18
Expenses compared with earnings (see table No. 15) ..	305

## F.

Freight earnings.....	10
Freight, total tonnage.....	12
Freight, tons carried one mile.....	12
Fond du Lac, Amboy & Peoria Railway Co.....	8, 9
Funded and unfunded debt....	9

## G.

Galena & Southern Wisconsin Railroad, report of.....	99, 113
General railroad law.....	30-36
Gross earnings, passengers and freight.....	10
General instructions to companies.....	38

## I.

Increase of road during the year.....	8
Injured passengers.....	15
Injured employees.....	15
Injured, others.....	15
Improved condition of roads.....	19
Inspection of roads.....	12
Interest and rentals.....	10



## J.

Junction connections.....	Page. 19
---------------------------	----------

## K.

Killed, passengers, employees and others.....	15
---	----

## L.

Laws concerning reports.....	39
Laws relating to railroads.....	80, 86
Letters from companies relating to bridges.....	20, 23
Letter of W. H. Ferry to commissioner.....	24

## M.

Madison & Portage Railroad, report of.....	160-174
Mileage of roads, see Table No. 1.....	280-283
Mileage of trains.....	11
Milwaukee, Lake Shore & Western Railroad, report of.....	129-144
Mineral Point Railroad, report of.....	145-159

## N.

Narrow gauge railroad.....	8
----------------------------	---

## O.

Official correspondence.....	14, 21, 22, 23
Operating expenses.....	12
Order of court, bridges on West Wisconsin Railway.....	25

## P.

Passengers carried on whole line and in Wisconsin.....	11
Passengers carried one mile on whole line and in Wisconsin.....	11
Passenger earnings, whole line and per mile.....	11
Passengers killed....	15
Pine River Valley & Stevens Point Railroad, report of.....	175-188
• Prairie du Chien & McGregor Railroad, report of.....	189-202
Powers of Railroad Commissioner.....	32



## R.

	Page.
Railroad Commissioner, duties of.....	80
Railroads, inspection of.....	12
Railroads, supervision of, by state.....	17
Report of receiver, West Wisconsin R'y to R. R. Commissioner.....	27
Railroads, general condition of.....	18
Report of R. R. Commissioner, not required by law.....	16
Right of R. R. Commissioner to travel on <i>all</i> trains.....	35

## S.

Salary of commissioner.....	35
Salary of clerk.....	36
Sheboygan & Fond du Lac Railroad, report of.....	203, 217
State control over railroads.....	17
Steel rails.....	12

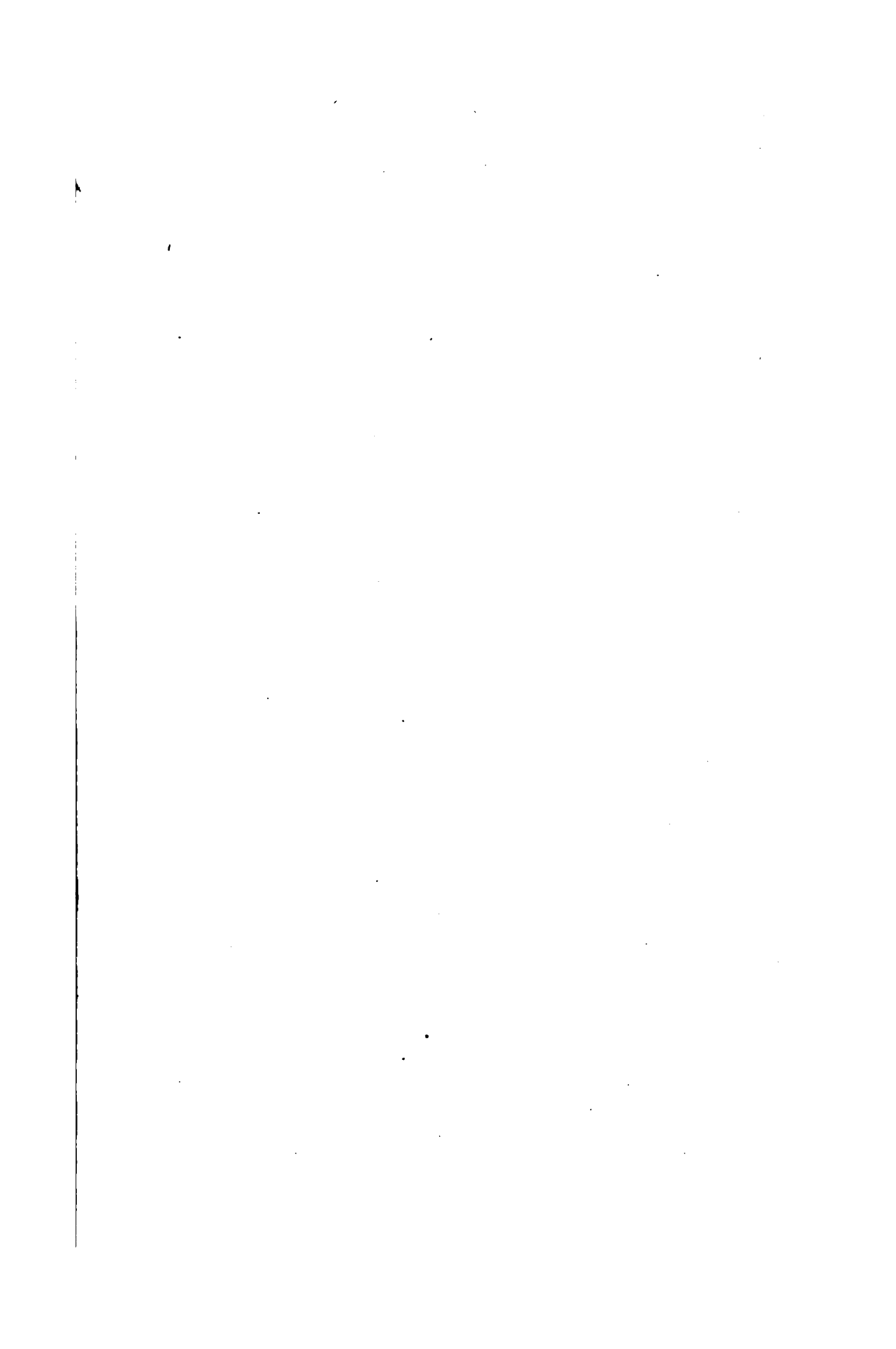
## T.

Tonnage.....	12
Train mileage.....	11

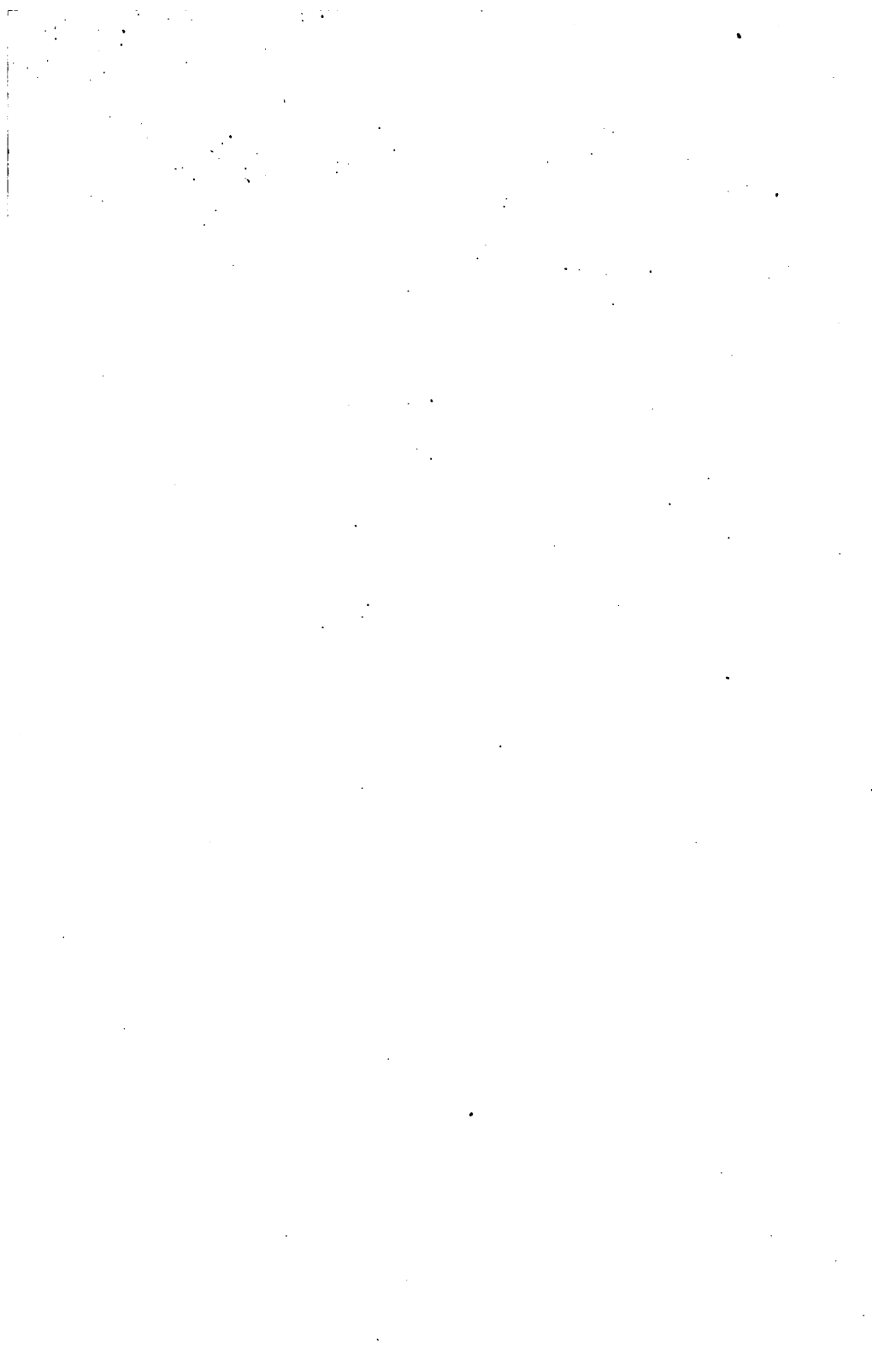
## W.

Western Union Railroad, report of.....	218, 233
West Wisconsin Railway, report of.....	234, 248
Wisconsin Central Railroad, report of.....	249, 263
Wisconsin Valley Railroad, report of.....	264, 279













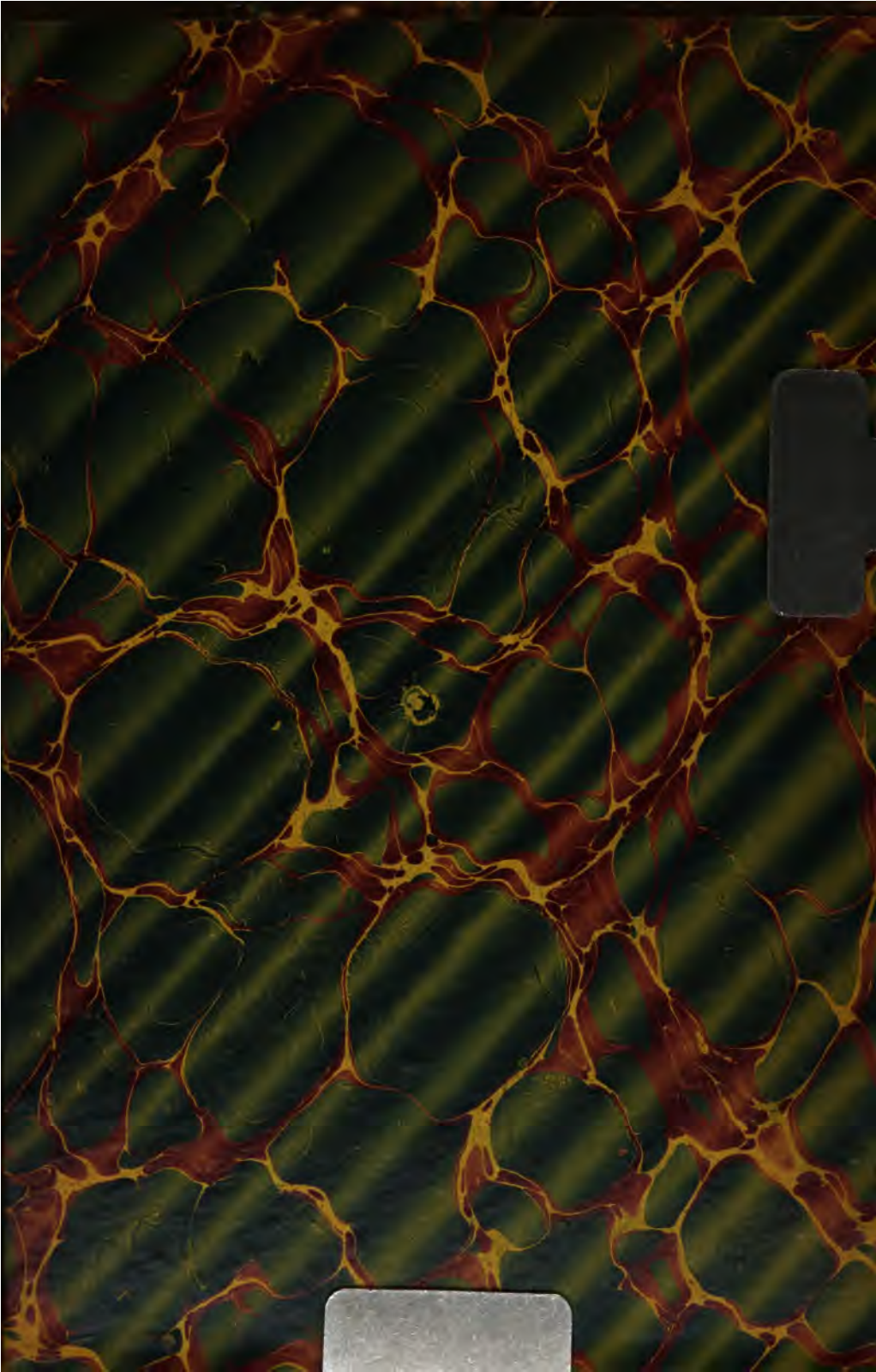


89092822923



b89092822923a







89092822923



B89092822923A